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Cars

Vol. 48, No. 31
October 3, 2019

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ISSUE

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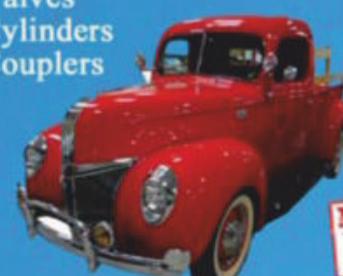
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Cars

100
1934

CADILLAC V-8
AND LASALLE

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Old Cars 'anew' at Hershey 2019

Fall Hershey" is always a homecoming of sorts for the *Old Cars* staff. The Antique Automobile Club of America's annual Eastern Fall National meet in Hershey, Pa., as it's formally known, is where *Old Cars* founder Chet Krause personally handed out copies of the pilot publication to attendees as they crossed from field to field. At that time, *Old Cars* was a monthly publication and Chet's legendary actions at the 1971 meet made *Old Cars* a hobby name.

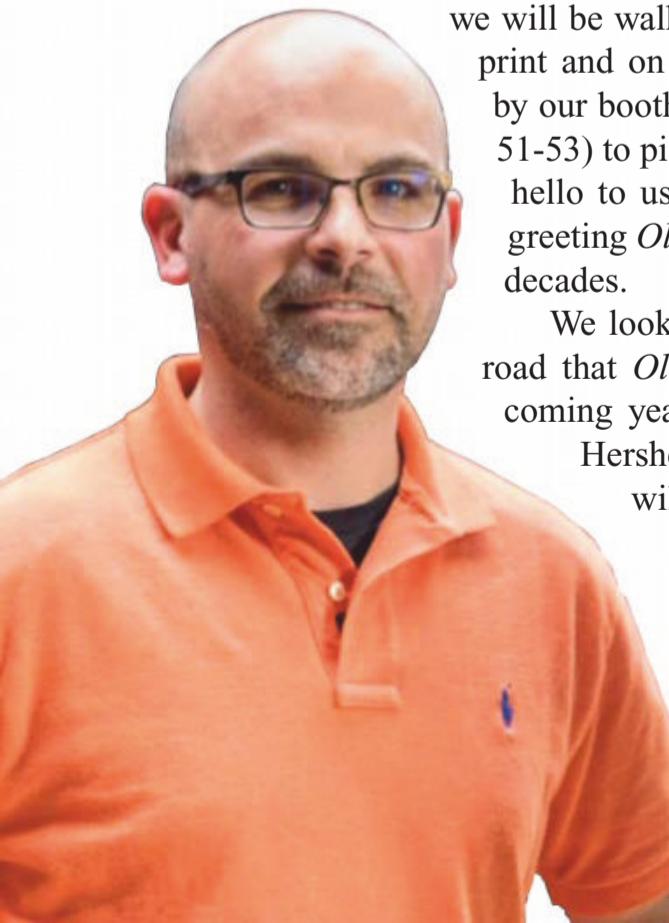
I'm thrilled to be returning to the fields of Fall Hershey from Oct. 9-12. It's not just because the Hershey Region of the AACA puts on a sweet show — that goes without saying — but because *Old Cars* Online Editor Mike Eppinger and I will be attending with a renewed vigor and a sense of rebirth for *Old Cars*.

In March of this year, F+W Media, the previous owners of *Old Cars* and dozens of other publications and book titles, declared bankruptcy due to financial issues unrelated to *Old Cars*. Active Interest Media (AIM) purchased *Old Cars* and several other successful publications that were created or purchased under Chet's ownership. *Old Cars* has been part of AIM for only a few months and it's already clear to the staff that this publication landed on its wheels and at the starting line, raring to go.

AIM specializes in hobby publications and has a "hobby and hobbyist first" philosophy that is a perfect fit to *Old Cars*. Already, AIM's strong, long-term management is looking to serve the collector vehicle hobby better. And perhaps best of all, *Old Cars*' general manager, Peter Miller, is a "car guy" himself.

While Mike and I won't be handing out issues in the walking paths of this year's Hershey meet like Chet did so many years ago, we will be walking the grounds to get your stories in print and on video. We also welcome you to stop by our booth in Chocolate Field South (spaces CE 51-53) to pick up a spare issue for a friend and say hello to us or Carol, the trusty face who's been greeting *Old Cars* readers at Fall Hershey for four decades.

We look forward to sharing with you the new road that *Old Cars* has turned toward during the coming years. It will surely include many more Hershey trips and experiences that we hope will continue Chet's legacy.



Angelo Van Bogart, Editor

GENERAL MANAGER Peter Miller

GROUP PUBLISHER Ray Chelstowski

PUBLISHER Corinne Zielke

EDITOR Angelo Van Bogart
(avanbogart@aimmedia.com)

ONLINE EDITOR Mike Eppinger
(meppinger@aimmedia.com)

EDITORIAL DIRECTOR Brian Earnest
(bearnest@aimmedia.com)

SENIOR DESIGNER Dave Hauser

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(mkraemer@aimmedia.com)

ADVERTISING SALES ASSISTANT
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Old Cars (ISSN: 0048-1637) is published three times a month except four times a month in June and October and five times a month in April and two times a month in November (38 issues per year) by Cruz Bay Publishing, an Active Interest Media company, 5720 Flatiron Parkway, Boulder, CO 80301. Periodicals postage paid at Boulder, CO, and at additional mailing offices. Canadian Agreement No. 40665675. Postmaster: Send address changes to Old Cars, Circulation Department, P.O. Box 421751, Palm Coast, FL 32142-1751. All rights reserved. Old Cars is a registered trademark of Cruz Bay Publishing. Other names and logos referred to or displayed in editorial or advertising content may be trademarked or copyrighted. Old Cars® assumes no responsibility for unsolicited materials sent to it. Publisher and advertisers are not liable for typographical errors that may appear in prices or descriptions in advertisements.

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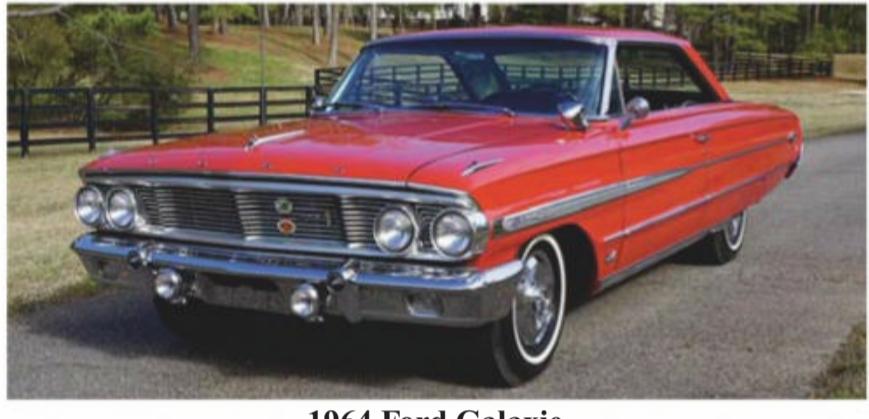
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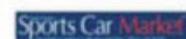
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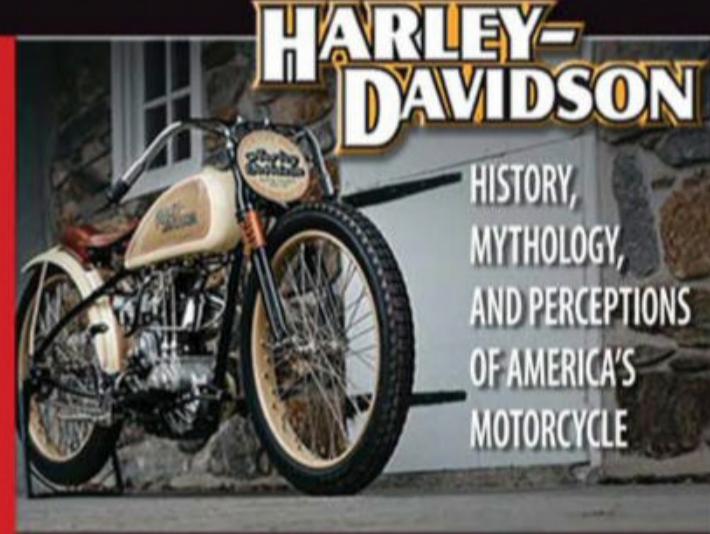
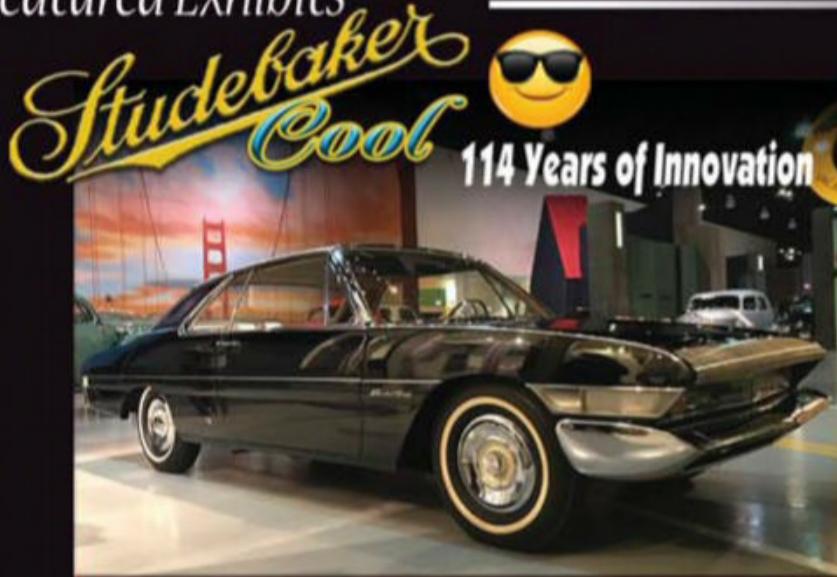


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Last known surviving 1934 Cadillac Fleetwood V-8 coupe

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Sound Your Horn



When a Stude isn't a 'bullet nose'

A comment by Arnold Berns in the Sept. 12 "Sound Your Horn" brought back many memories. Berns commented on the 1952 Studebaker "bullet nose" that his father brought for him while he was in college.

I am sure that, as a college student, Arnold greatly enjoyed his Studebaker convertible, but it was either a bullet nose or a 1952. I couldn't have been both.

In 1999 I purchased a 1952 Studebaker Champion at an auction in Loveland, Colo. It was a great car and I loved it. We went to many a car show together. People would always approach us and share their favorite Studebaker memories. At least once at every show, someone would tell us about the 1952-'55 "bullet nose" Studebaker once owned by their father, uncle, etc. Initially, I would point out that Studebaker only made "bullet nose" models in 1950 and 1951. Instead of thanking me for the information, the person would usually become angry and tell me in no uncertain way that who was I to tell them that they didn't know what their relative had. It was so bad that I stopped sharing that fact and simply started saying, "Oh, that's nice."

I left beautiful Colorado in 2001 and my Studebaker returned to the auction in Loveland to find another home in the mountains.

Glenn Simmons, Concord, N.C.

Adding Airflows to the survivor roster

Old Cars had a very good article on a silver 1934 De Soto Airflow coupe in the June 20 issue, but the author should have researched the number of survivors beyond the National DeSoto Club and also reached out to the Airflow Club of America.



I had a similar De Soto Airflow coupe (pictured) restored in the 1990s. Dr. Pressler of Canton, Ohio, saw mine and wanted one like it so he bought one and had it restored at the same shop that did mine. After he died, his son eventually sold it in northwest Ohio.

My Eelgray Poly (silver) De Soto Airflow coupe has won Best of Show twice in the Airflow Club of America, a Grand National Senior in the Antique Automobile Club of America and two concours events. There are two more silver coupes in existence — one in Michigan and one in Pennsylvania. The Airflow Club of America roster lists a total of 11 De Soto Airflow SE coupes, of which I own three. (The National De Soto Club roster lists five survivors.) There are probably another half-dozen in existence.

I also have a matching Chrysler Airflow coupe, which was in the streamline display at the Studebaker Museum until this past September.

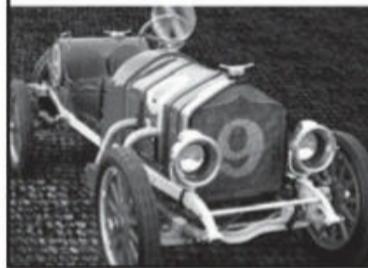
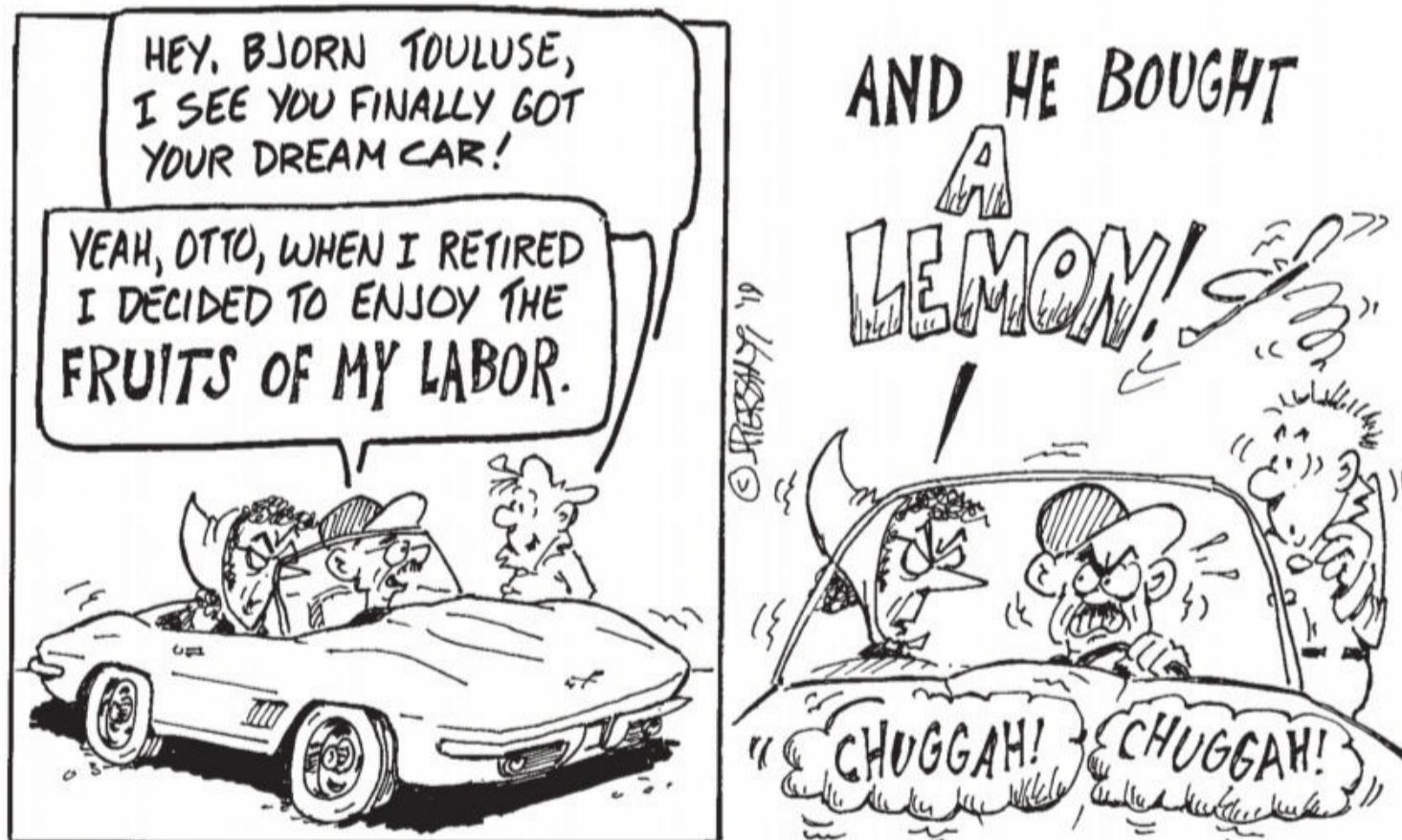
Chuck Cochran, Shelbyville, Ind.



Reader Wheels

A bright red 1956 Chevrolet Cameo Carrier pickup is hard to beat when it comes to catching eyeballs. Tom Haag owns this gorgeous example, which features a 265-cid V-8 with a three-speed and "an unusual combination of factory power steering and power brakes. [It is] painted Cardinal Red with Bamboo Ivory trim," says Haag.





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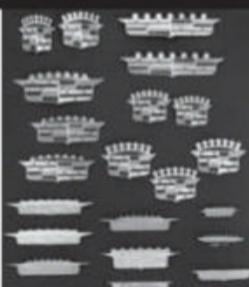
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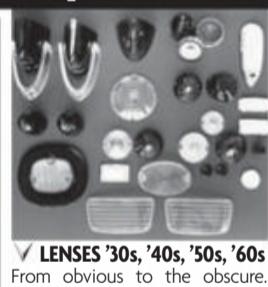


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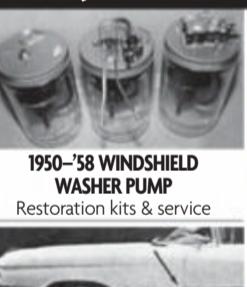
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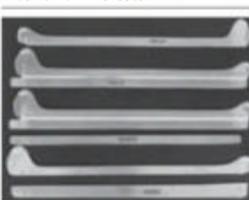
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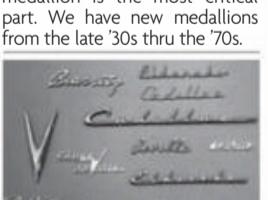
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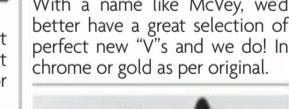
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Hilton head to spotlight Cussler, Eisenstark cars

HILTON HEAD ISLAND, S.C. — The Hilton Head Island Concours d'Elegance & Motoring Festival has named Clive & Janet Cussler as its Pinnacle Collectors and Walter Eisenstark as its Honored Collector for this year's event, schedule Nov. 2-3 at the Port Royal Golf Club on Hilton Head Island.

The Cusslers are founders of the Cussler Museum in Arvada, Colo., and the Janet Cussler Car Collection in Scottsdale, Ariz. The Cusslers will bring four cars from their collection to this year's festival: a 1911 Reo five-passenger touring; 1916 Pierce-Arrow Series 4 touring; a 1931 Cadillac V-16 Fleetwood all-weather phaeton; and 1937 Cord 812 SC convertible coupe.

Eisenstark will bring seven vehicles to the festival from his collection: 1954 S.I.A.T.A. 200 CS; 1965 Panhard 24BT; 1968 S.I.A.T.A. Spring; 1974 DeTomaso Longchamps; 1977 Maserati Kyala-

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Retired police officer wins classic Corvette

Edward Ammon, a retired police officer from Louisville, KY, was the lucky winner of the Saint Bernard Church Corvette Raffle. He picked up his 1965 Chevrolet Corvette convertible (valued at over \$64,000) this morning (Aug. 30) at the St. Bernard Church in Rockport, Indiana.

Tickets were sold nationwide. This year's record for ticket sales with over 15,000 sold.

Ammon has been supporting the raffle for years, and luckily for him one of his tickets purchased this year hit pay

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Graham Collection sale outshines the rain

WHEATON, Minn. — Yes, it rained. Yes, it was muddy, reminiscent of the old days at a Hershey, Pa., Fall Meet where the mud would suck the shoes from your feet. No, the inclement weather didn't harm the turnout nor enthusiasm for the sale of the James Graham Collection, presented by VanDerbrink Auctions. The two-day sale, held Friday and Saturday, Aug. 9-10 attracted 681 bidders who purchased all 736 lots presented. The auction achieved just north of \$1.2 million in sales of cars, trucks, tractors, automotive parts, automobile/petroliana and antiques.

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CAR OF THE WEEK

Car of the Week: 1937 Ford pickup street rod



Ken Dolnier never got to see what his son Steve did to his 1937 Ford pickup. Chances are, he would have loved the truck, but he probably wouldn't have recognized it.

Ken passed away in 2003, but the ratty truck he bought 50-some years ago is alive and kicking the streets thanks to the efforts of

Weathered Wheels

Tom Miller, of Berkeley Springs, W.Va., had a pleasant surprise during some recent travels — an early-1950s Kaiser four-door sedan sighting. "How rare is that? A Kaiser with a visor," notes Miller. "But no grille or motor." Somebody has been mowing around this survivor for quite a while. The body looks pretty decent, but it's hard to tell if this orphan will ever be anything more than a donor car.



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Markel Corp. buys stake in Hagerty

TRAVERSE CITY, Mich. — Hagerty Insurance, a major player in the collector car insurance business, has sold a 25 percent stake to Markel Corp. for a reported \$212.5 million. Markel, which deals in insurance and reinsurance, has served as an underwriter for Hagerty since 2011. Markel operates out of 77 offices in 18 countries.

The Hagerty family founded the company in 1984 and still owns a majority share of the company.

Markel acquired Essentia Insurance Company, an underwriter for Hagerty in the U.S., in 2013. Hagerty offers coverage for collector cars, vintage boats, motorcycles, tractors, fire trucks, military vehicles and vehicles under restoration.

Tucker is top seller at Worldwide Auburn

AUBURN, Ind. — A Tucker 48 sedan sold for \$990,000 to lead all consignments at Worldwide Auctioneers' Aug. 30-31 Auburn Auction. The Tucker was sold to benefit Mayo Clinic cancer research and helped Worldwide top \$5 million for the sale.

"The owner of this extraordinary historic automobile made the decision to donate it to the Mayo Clinic in honor of his late wife, and it was our absolute honor to be entrusted with its sale," said John Kruse, principal and auctioneer for Worldwide. "We thank everyone who shared in this incredible act of philanthropy and congratulate its new owner."

Another top seller was the 1955 Quin Epperly Fuel Injection Special Indianapolis 500 Streamliner that brought \$385,000, including the 10% buyers' premium. The event marked the first auction in the company's new headquarters at Kruse Plaza, south of Auburn on C.R. 11-A.



Worldwide Auctioneers photo

Wreck of the Week



Rodman Bingham collection

This Pisano Bakery truck advertised bread and rolls on its cargo box, but this load never made it to its destination. Instead, the truck wound up rolling and throwing bakery goods all over the road. The Pisano Bakery operated out of Redwood City, Calif., in the 1950s before moving to East Bay. This Ford delivery truck had a full load when it was involved in this nasty 1956 accident that left the truck on its roof.

Kevin Hart hurt in '70 Barracuda wreck

LOS ANGELES (AP) — Actor-comedian Kevin Hart was injured in the crash of a vintage muscle car in the hills above Malibu Sept. 1.

The 40-year-old Hart was a passenger in his 1970 Plymouth Barracuda that went off Mulholland Highway and rolled down an embankment around 12:45 a.m. on Sunday morning.

Hart and the driver, 28-year-old Jared Black, both suffered "major back injuries" and were taken to hospitals. Another passenger, 31-year-old Rebecca Broxterman, only complained of pain.

The CHP report says the car immediately went out of control as it turned from a canyon road onto the highway.

Chevelle goes solo, crashes on highway

EVERETT, Wash. — A 1967 Chevelle went for a driver-less ride recently, and the results were a lot of mangled metal. The Washington State Patrol has released video of a 1967 Chevrolet Chevelle that rolled off a trailer on Interstate 5 in Everett and caused an accident. The matte black custom Chevelle

veered across the three-lane highway as the truck that was towing it slowed down to pull over.

The car then rolled into the HOV lane and smashed into another vehicle before slamming into the divider and coming to a rest in the center of the road. No one was injured in the crash and the driver of the truck was cited with failure to secure a load.

Model T in fatal crash

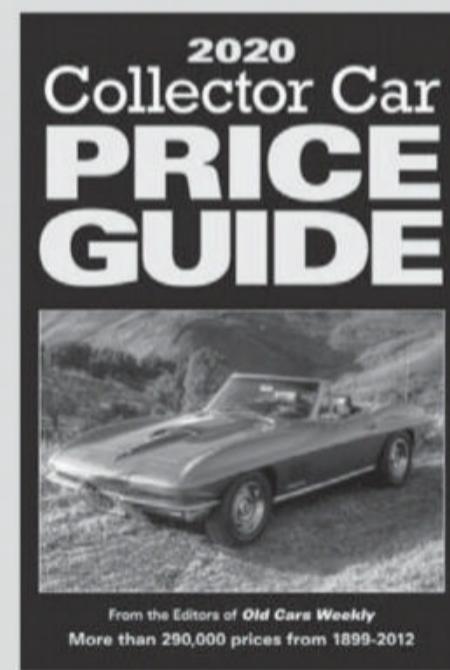
HEREFORDSHIRE, England

— Two British classic car enthusiasts were killed Aug. 25 when their 1922 Ford Model T collided with an ambulance leaving two paramedics injured. The ambulance was not responding to an emergency call before the crash and the medics' injuries are not thought to be serious.

The two men killed were the Model T driver and his passenger, who were both pronounced dead at the scene, on the A49 outside Pengethley Garden Centre.

If you have a cool photo to share, email oldcars@aimmedia.com or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.

2020 Collector Car Price Guide



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Reader Photo

"My dad, Russ Strait, is in the center here with a couple of his pals," says Lester Strait, of Southlake, Texas. "I suspect this was taken in the 1930s before my dad enlisted in the Navy. My dad was a farm boy at the time living south of Perry, Iowa. I'll bet the car belonged to the fellow on the left. He has the cleanest shoes."



The car appears to be a Ford Model T. If you can verify its identity, write to *Old Cars* or email oldcars@aimmedia.com.



Arizona Packard club publication worthy of the marque

Mike Post must like large cars. Even "standard" Packards were never small, and Mike proved his adoration for even larger models by seeing his 1949 Super Eight Limousine on the first-quarter 2019 cover of *PACKARDGRAM*, publication of Packards of Arizona, a region of Packards International (Duane Gunn, editor).

Post doesn't have just one. He also has a 1948 version, both with 141-inch wheelbases and seating space for seven. *PACKARDGRAM* has a fine history of running 30 or more full-color photographs on quality paper stock. In this regard, each issue, only eight pages long, carries "keepers" as far as the visuals are concerned. Post also prepares the companion piece, "PACKARDGRAM News-Notes," inserted with each issue. The piece provides news on members and their projects, plus tips on such things as installing an electric fuel pump (let's face it, gasoline today isn't what it used to be and tends toward vapor lock), and ends each issue with a marketplace listing of Packards and parts for sale.

Post's two cars were not the top line for 1948 and 1949,

but close to it. That Super, with its 141-inch wheelbase, was a good car to pick up company visitors at train stations and airports. It was also good for other transport service, such as taxis. And occasionally, large, young families could enjoy the car with plenty of room for all.

The larger Packard was the Custom Super Eight on a 148-inch wheelbase. That was aimed at wealthy owners, the "old-money" type of inheritors who had to maintain their image of being chauffeured around town. A cut above the Super, both models were superb in their own right.

It's not easy to find a garage big enough for both cars. Post didn't seem to be worried. And, if you think about it, even small collector cars in today's environs take up much more space than their girth necessitates. The extra allotted space may be seen as a salute to the car placed therein.

It's clear Post and his spouse cherish their Packards.

Packards of Arizona

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VINTAGE AD OF THE WEEK

BY M.J. FRUMKIN

At first glance, this ad for the 1939 Buick titled "Join This Army" appears to be poster art for a Hollywood film noir spy thriller. And, the scene gives the impression that it's set somewhere in Europe where actual wars were erupting. Artwork in the ad mimics film noir elements, such as the stylized lighting and in-your-face frontal view of Buick's new two-piece "waterfall" grille. But most of all, it's the dark, menacing tone to the layout with its claustrophobic tilt of the buildings that seem to be closing in on the fleeing sedan. No worry, as this Buick could outrun the enemy thanks to its 141-hp Dynaflash eight-cylinder engine and "Handi-shift" column-mounted gear lever.

Buick appeared to be using this ad to recruit an army of "value-minded" consumers. Metaphorically, Buick was pointing its index finger (*a la* Uncle Sam) at those undecided new car purchasers. The campaign was devised to draft consumers into the legion of '39 Buick owners; those contented folks enjoying their travels in the comfort of spacious interiors and with the unparalleled visibility of 412 square inches of safety plate glass windows. With such visibility, vehicle occupants could... "see the world better" — even though some countries were verboten at this time.



THE growing army of value-minded motorists who look out on the world from the comfort-seat of a Buick see *more*, with a mighty Dynaflash eight to take them places, and see *better* through windows enlarged by as much as 412 square inches of safety plate glass. Value's up, in this Buick — way up—but prices are down—down as much as \$102 under prices of a year ago. Hadn't you better see your Buick dealer and find out more?

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Q. I can't find anything about this Nash Rambler Model 5417, 1 of 1,071.

— *Jon Sand, Fargo, N.D.*



A. As you say, it's one of 1,071 built for 1954. Its full name is 1954 Nash Rambler Super Country Club hardtop coupe. When Nash introduced the compact Rambler in 1950, part of its appeal was that it came fully equipped in Custom trim, including radio and heater, all for the reasonable price of \$1,808. By 1951, a "downmarket" Super model, the Suburban station wagon, had crept in.

For 1954, as the compact market got more crowded and competitors such as the Henry J and Hudson's Jet began selling as "stripper" models, Nash created more Super Ramblers. Thus arose the Rambler Super two- and four-door sedans, 5416 and 5415, respectively, and an even more downmarket 5406 DeLuxe two-door sedan, which sold for \$1,550. The Super Country Club hardtop was priced at \$1,800, compared to the Custom at \$1,950 (3,612 built). Radios and heaters were optional on the Supers, and interiors may have been less well appointed, too.

Interestingly, the most popular 1954 Rambler was the Custom Cross Country four-door station wagon, with 9,039 sold. For 1955, sales surged to 25,617 and a Hudson-badged version sold a further 12,023, making it the best-selling 1955 Hudson of any type.

Q. I own this 1936 Ford sedan delivery that seems to have been extended 34 inches by the manufacturer or the aftermarket. I have never seen another one and would appreciate any information about what I think could be a rare commercial vehicle put out by Ford. There are slots for rollers in the bed, which makes me think it could have been a coroner's wagon or a transport for a funeral home. It seems like a standard sedan delivery would be too short, and a panel truck would be too big.

— *Don LeBaron, via email*

A. I think that's exactly what it is. From 1933, The Shop of Siebert in Toledo, Ohio, modified a number of Ford models for "professional" purposes: ambulances, hearses, service cars and combinations. James K. Wagner, in his Crestline book "Ford Trucks Since 1905," says the company probably extended the Fords' wheelbases with kits from W.G. Reeves, which had produced lengthening kits for Model A, AA, B and BB trucks. The 1933 Model 40 cars were stretched either 24 or 36 inches. The book illustrates an 8-door, 11-seat 1936 sedan bus used by Hollywood actor Wallace Beery for hunting trips.

After World War II, The Shop of



Siebert built similar professional vehicles on half-ton Ford truck chassis. The sad 1946-'47 Siebert-Ford ambulance below has been for sale on a Connecticut roadside near me for a couple of years. While snapping the photo I was interested to note that the body sheet metal is applied over wood structural members.

The Shop of Siebert began as a carriage-builder in 1853, and continued in the ambulance and hearse market into the early 1960s, by which time most were built from sedan delivery vehicles and station wagons.



To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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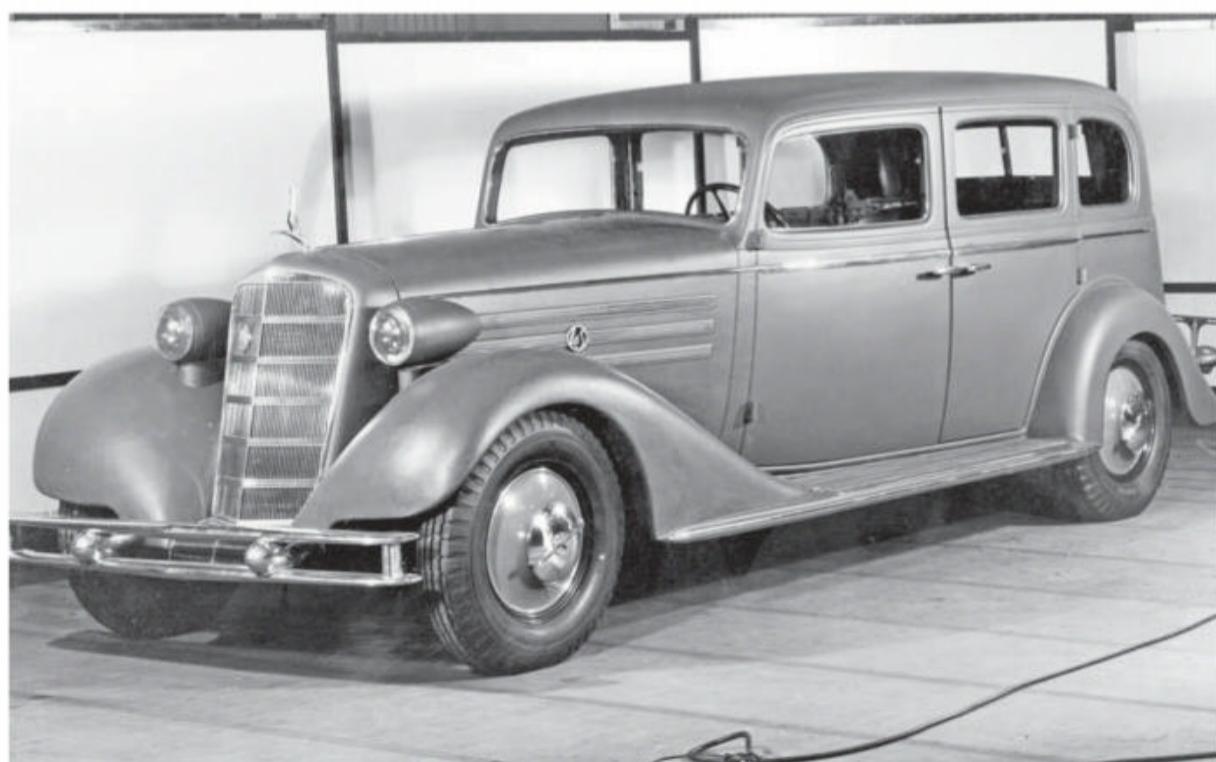


The 1934 La Salle, the car that was not supposed to be built!

STORY BY DAVID TEMPLE, PHOTOS
COURTESY OF GM MEDIA ARCHIVE

The LaSalle (also spelled “La Salle”) was born out of a critical predicament for General Motors. For years, Cadillac was at the front of the high-priced field in regard to production, but by about the mid 1920s, Packard had moved ahead of Cadillac. However, that was not all that was wrong at GM. In 1921, Alfred Sloan headed the Advisory Staff, a special committee created to evaluate the company’s product policies. What he found was troubling — only Buick and Cadillac were profitable! All lines had to be improved and new products offered as needed to compete in every price class. One of the first things done was to terminate divisions Scripps-Booth and Sheridan (acquired under Durant’s

Even though the LaSalle was already cancelled by management, vice president in charge of styling, Harley Earl, ordered his team of designers to develop a new LaSalle for 1934. Upon selecting the design by Jules Agramonte, he ordered clay mockups to be fabricated. Seen here is the full-size clay mockup of a 1934 sedan being prepared. (GM Media Archive)



The original design for the 1934 LaSalle (prior to the planned cancellation) was much like the 1933 version, but with a wide grille angled back, headlamps mounted on pylons atop the fenders and fenders flowing back into the running boards as in 1933. The biplane bumpers were carried forward for production, but in the end, very few styling elements from 1933 were kept. Shown here is an early 1934 prototype based upon the 1933 model. (GM Media Archive)

presidency), which contributed little, if anything, to GM's bottom line.

As president of GM starting in 1923, Sloan continued improving GM's product lines and addressing its cost issues, but he still had to solve the problem of being competitive in all price classes. In 1924, prices for the touring (the dominant body style at the time) were as follows: Chevrolet, \$510; Oldsmobile, \$750; Oakland, \$945; Buick "4," \$965; Buick Six, \$1,995; and Cadillac, \$2,995. Price gaps had developed between the various car lines as well as between the Buick Six and Cadillac. Many of those able to move up from a Buick Six chose to purchase a Packard Six, which could be purchased for significantly less than a Cadillac.



The solution for filling in these gaps within GM's ladder began in 1926 with the new Pontiac, which was based upon the Chevrolet and sold by Oakland as a companion make. Other gaps were filled later, among them the Viking, companion to Oldsmobile, and the Marquette, companion to Buick. Both of these makes debuted for the 1929 model year, but they did not last long; each was terminated after the 1931 model year. Pontiac ultimately replaced Oakland, also at the end of the 1931 model year.

The LaSalle concept emerged in 1925 as the solution for filling the product gap existing between the upper-level Buick and Cadillac. Once the LaSalle came into existence, it was priced just above the Buick Six so as to add sales for GM and not take away from Cadillac. The model was more stylish and youthful than the reserved Cadillac; indeed, it was so different that there was very little

parts interchange with a Cadillac.

The LaSalle became the first car to be designed at the direction of a stylist. That stylist was Harley Earl. In an article published in the winter 1967 issue of *Automobile Quarterly*, Harley Earl, who was interviewed for the story, recalled the beginnings of the LaSalle: "When you are a designer, you kind of think, 'Well, if I were building one for myself from the chassis up, what would I do?' The Hispano was a car I was deeply in love with, from stem to stern. I didn't want to take too big a chance and do something that didn't look like anything.

"So I went back and sketched some stuff for them and they asked me to stay and finish it. The models and sketches took about three months, from sketch to

Designers of GM's Art & Colour Section are shown at work on ideas for the 1934 LaSalle in this photograph. At center right is an instrument panel design. Note the scale clay model at top center. By this point, Harley Earl had pushed through his philosophy that every element of an automobile should be styled. (GM Media Archive)

mock-up. Mr. Sloan brought in the heads of the departments and asked if they saw anything that would be a problem, like tearing dies... they made some little dies and stretched metals. They didn't have any trouble....

"About a month later Mr. Sloan asked me to come back to New York to discuss a permanent job...."

The official introduction of the new LaSalle Series 303 occurred on March 5, 1927, the 269th anniversary of the birth of Antoine de la Mothe Cadillac. An advertising blitz commenced on March 3 with newspaper ads; the popular *Saturday Evening Post* featured a double-page ad in its issue that week, too. Among the selling points of the new car were its Cadillac engine (though not literally but rather of Cadillac design) and the "finest workmanship of Fisher Body craftsmen" as applied to all Cadillac models. The March issue of *MoToR*

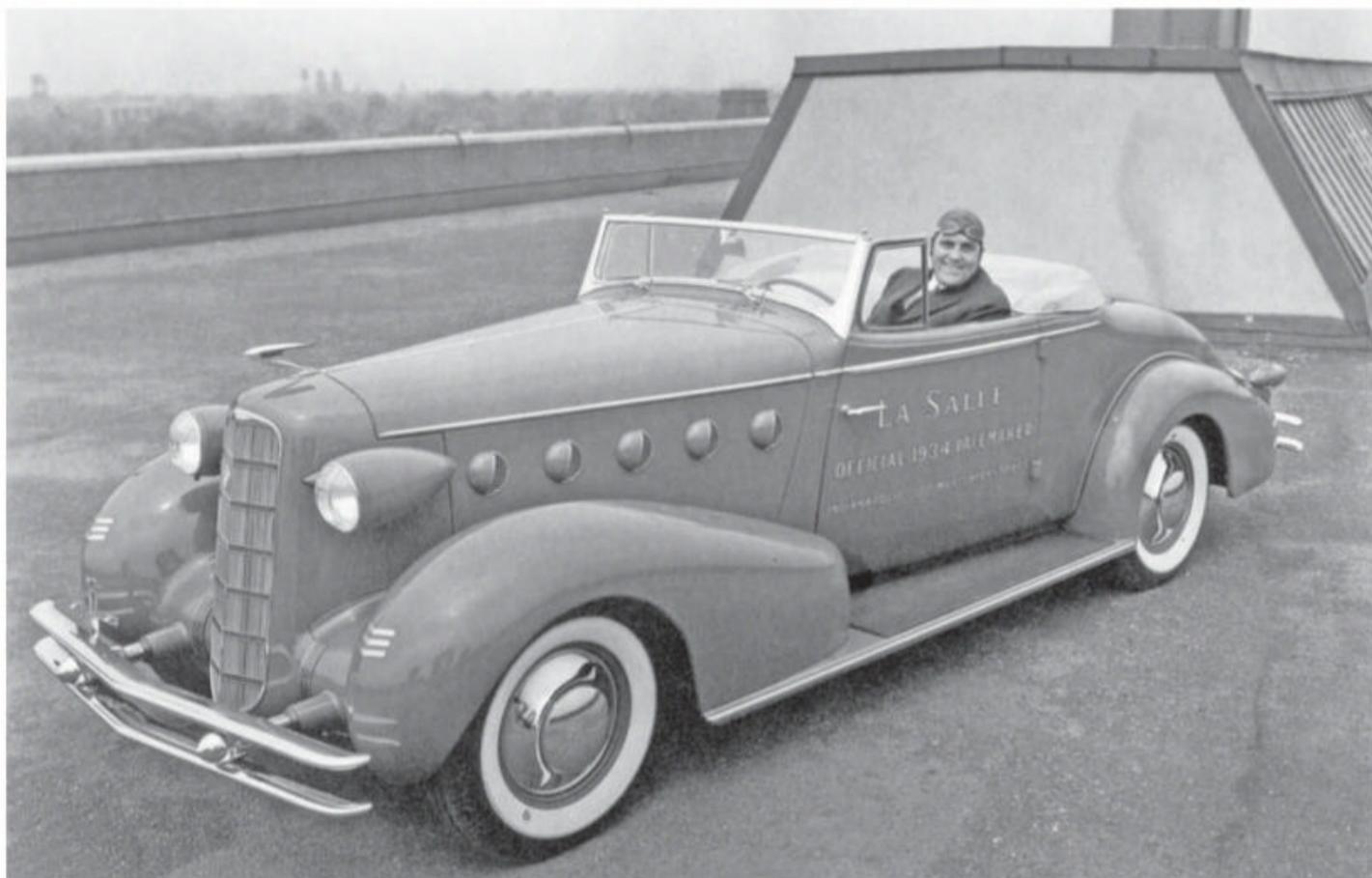
magazine also published a four-page article on the LaSalle. The author wrote that when he "first laid eyes on these new models lined up in a row stretching down one side of the exhibition room at the Cadillac factory his first impression was that here was just about the most beautiful line of cars he had ever seen."

The LaSalle sold well up until the Great Depression. Higher-priced cars simply were no longer affordable for most people. Production of the 1929 models amounted to nearly 23,000 units while the figure for 1930 was down sharply to a bit under 15,000. By 1932, that total for 1930 looked glorious; only 3,386 LaSalles were built for 1932.

A major restyle marked the 1933 LaSalle lineup, but production barely increased with a disappointing output of 3,482 units. With such poor sales, management decided to cancel production of the LaSalle at the end of the 1933 model year.

Even though the decision to cease production of the LaSalle had already been made, Harley Earl told his group of stylists to develop some fresh ideas for the 1934 LaSalle in hopes the model could be reinstated. Earl then left for his annual tour of the European auto shows. While he was away, Jules Agramonte, who had come over from Fleetwood, created an airbrush rendering comprised of features influenced by the narrow-fronted, fixed-front-wheel English beach racers of the day. These cars featured a tall, slender grille, a narrow and tapered hood, headlamps attached to the radiator shell and skirted front wheels. He showed it to one of his superiors, Harry Shaw, and suggested it could become the new LaSalle. Shaw disagreed and told him to file it away. However, Shaw went on a vacation immediately afterwards and Agramonte knew Mr. Earl would soon be returning from Europe. He also knew that Earl often came to the studios at night to look over the stylists' work. Agramonte decided to leave his rendering of the proposed LaSalle lying on his desk in plain sight. As expected, Earl made his late-night visit and found the LaSalle rendering. According to Earl, it was one of the most exciting days of his life when he spotted the breathtaking design which could be the next LaSalle — if he had his way.

According to the book "La Salle — Cadillac's Companion Car," "It was per-



A LaSalle convertible coupe was chosen by Indianapolis 500 officials to be the pace car for the 1934 race. This was the second appearance for LaSalle as a pace car for the prestigious race; the first was 1927. The rakish design, the work of stylist Jules Agramonte, no doubt contributed to the Indy officials' choice. Its eight-cylinder engine was certainly another factor. (GM Media Archive)

fect — slender and light, with the most beautiful fender forms anyone had ever seen. It was like a modern racing plane. This car had no vestige with the old traditional 'carriage trade' vehicles... Just like the original 1927 LaSalle, it was the right new car design for the times, but this time it was an original design and ... totally American."

Harley Earl ordered Agramonte to develop the design further and then to build clay models. After the LaSalle was refined and in clay form, a highly accurate sample body made from scrimmed wood and metal was constructed. All details were present including the biplane bumpers, chevrons on the leading portions of the front fenders and hood portholes. The next phase of the process — the executive review of each division's new 1934 cars — would either revive the LaSalle or put an end to it permanently.

In August 1933, William Knudsen (GM president), Lawrence Fisher (Cadillac Division president), Earnest Seaholm (Cadillac chief engineer), John Chick (Cadillac general sales manager) and Nicholas Dreystadt (works manager) gathered in the auditorium of the Argonaut Building where Harley Earl presented each new model from the divisions of GM. He saved the LaSalle for last. Just before raising the curtain

to reveal the LaSalle, Earl announced to the group, "This, gentlemen, is the LaSalle we will NOT be building." (Another account claims Earl said, "Gentleman, if you decide to discontinue the LaSalle, this is the car you are not going to build.") The group was greatly impressed with the car they "were not going to build," and the LaSalle was reinstated.

Management's reversal presented a problem. No one expected LaSalle to receive a stay of execution, so the production line was not ready for the car, let alone one so radically redesigned. The matter was solved by using the nearly idle Fleetwood plant. Sales of the Fleetwood-built V-12 and V-16 models had decreased greatly, leaving the skilled craftsmen with little work. It was only their skills that kept them from having already been laid off. Thus, for the duration of the 1934 model year, all LaSalles, which were designated as Series 350, wore the prestigious Fleetwood badge.

The design was beautiful, but it challenged the technology of the day. Presses were not able to produce all of the complex shapes, so a lot of the body work had to be done by hand. Fortunately, the Fleetwood employees were highly skilled at such labor. Incidentally, this was the final year for the body

to be built over wood framing.

The 1934 LaSalle was so different from its contemporaries (including other GM products) that other automakers — even European car companies and designers — looked to it for styling inspiration.

Agramonte's design resulted in a streamlined shape with pontoon front fenders that flowed more downward ahead of the wheels, thus hiding the front chassis. The shape was influenced by racing aircraft which had their fixed landing gear streamlined with pontoon-shaped fairings.

This time, though,

front fenders were truncated in back rather than sweeping into the running boards. Headlamps were mounted on the radiator shell. Especially notable was the tall, narrow grille and radiator shroud as well as the long, tapered hood. The result of this styling was a narrow engine compartment that did not allow the Cadillac V-8 to fit. The solution was an engine of a different configuration. Replacing the V-8 was a straight-eight displacing 240 cubic inches and producing 95 hp at 3700 rpm. To keep costs down, an entirely new engine was ruled out, so in the end a block based upon the Oldsmobile straight-eight was used. By the time it was machined and fully assembled by Cadillac workmen, it had little in common with an Olds engine. The straight-eight and the 119-inch wheelbase of the LaSalle were traits in common with the Oldsmobile. Because of these similarities, the myth that the LaSalle used an Oldsmobile Eight chassis began, and even today the completely inaccurate claim is made that the 1934 LaSalle was built by Oldsmobile and that LaSalle had more in common with Oldsmobile than Buick.

In keeping with the streamlined theme, the spare tire was now concealed either in the luggage compartment of the four-door models or in a compartment beneath the rumble seat of two-

door models. Fender-mounted spares were still offered to satisfy customer demand. However, their use was discouraged and they were a steep \$35 option. Two-tone paint was not particularly encouraged, either, though black fenders with a contrasting body color was available at no extra charge. Nine standard color choices were offered for U.S.-built cars, though Canadian cars had far more color choices with 25 available. As in the past, any durable color could be specified by the customer at no extra charge. An opalescent finish could be had at extra cost.

Further enhancing the streamlined appearance of the LaSalle was the mid-year availability of a set of rear wheel shields (fender skirts) as an option costing \$25. They were ornamented with a hubcap at the center. However, the fender shields had been fitted to a number of special-order cars and the convertible displayed at the World's Fair before being officially offered.

Body styles of the LaSalle Series 350 were limited to four: a five-passenger sedan, two-passenger convertible coupe, two-passenger coupe and five-passenger

club sedan with a blind quarter.

New mechanical updates other than the engine included hydraulic brakes (two years ahead of Cadillac), knee-action independent coil spring suspension, torsional rear stabilizer bar to mitigate side sway and the mid-year introduction of Hotchkiss drive (replacing the torque-tube) along with improvements to the transmission.

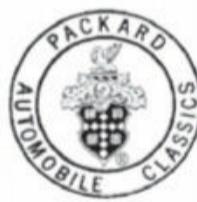
Prices decreased significantly from those of 1933. The lowest was \$1,595 (two-passenger coupe) and all other models were priced at \$1,695.

Despite its spectacular styling, low-

er prices and the extra publicity from being chosen as the pace car for that year's Indy 500, 1934 LaSalle production amounted to only 7,232 cars, even though the 1934 body was supplied into March of 1935. Even so, the 1934 LaSalle spared the make from cancellation until the last of the 1940 models were completed.

Author's Note: This story was compiled from information in my book, "The Cars of Harley Earl." The book "LaSalle - Cadillac's Companion Car," by Ron Van Gelderen and Matt Larson, was also invaluable in writing this article.

OC



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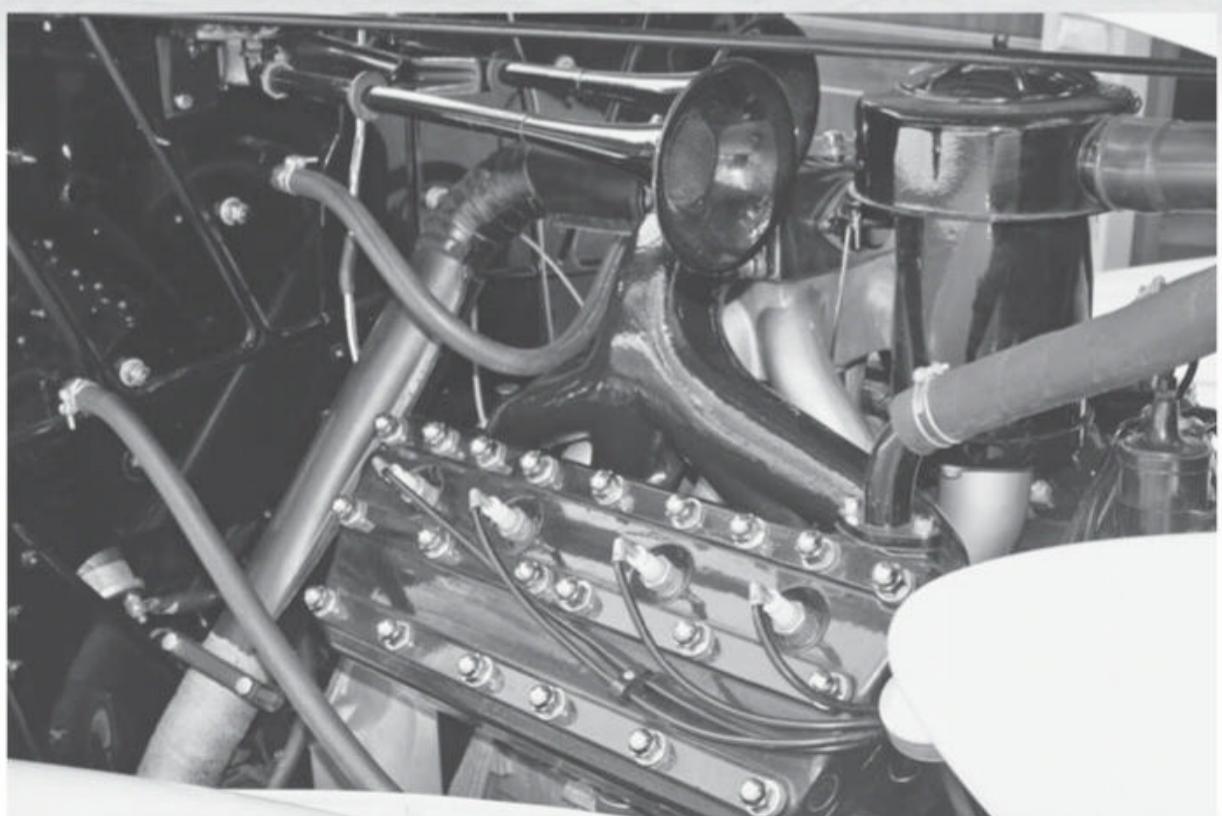
Last-known surviving 1934 Cadillac Fleetwood V-8 coupe

STORY AND PHOTOS BY DAVID W. TEMPLE

To say that it was challenging to sell luxury automobiles during the Great Depression of the 1930s would be an understatement. A reduced demand for luxury cars made the competition intense for those limited sales. Cadillac, like many other luxury manufacturers, was struggling. However, it had the strength of General Motors behind it and a long history of proven performance and prestige.

A modern, new Cadillac

The position that Cadillac was presenting in 1934 can be interpreted from the sales message that was being presented at the time. The following is an excerpt from the company's 1934 "Fea-



Among the new styling features of the 1934 Cadillacs were its so-called bi-plane bumpers, a rearward slanting radiator grille with one center division and five horizontal dividers, a double row of square hood vents bordered by spear-like trim, fender-mounted tear-drop headlights, a more steeply sloping windshield, and airfoil-shaped front and rear fenders.



(left) A 353cid L-Head V-8 with a compression ratio of 6.25:1 and producing 130hp at 3400rpm was standard issue for Cadillacs from 1930 through 1935. Bore and stroke measured 3.375x4.938 in. Its carburetor was a Detroit Lubricator Updraft with a semi-automatic choke for quicker warm-up. Lightweight aluminum pistons, the increased compression ratio along with a cold-air intake for the carburetor helped boost the output by 15 hp over that offered the prior model year. The engine was coupled to a Synchro-Mesh three-speed manual transmission.

tures of Construction" manual:

"Cadillac's leadership through its affiliations with General Motors has been of pioneering developments that have

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Only six of the Fleetwood Stationary Coupe, body style number 5776, were built for 1934 – all of which were powered by Cadillac's L-Head V-8. Base price was \$4,595 that year. This only known survivor from 1934 is owned by CCCA member Mike Ames of Arlington, Texas. Mike's car was sold new in Peoria, Ill.

contributed most to the real progress of the automobile industry. This policy of constant progress is again most impressively revealed in the four new car lines...

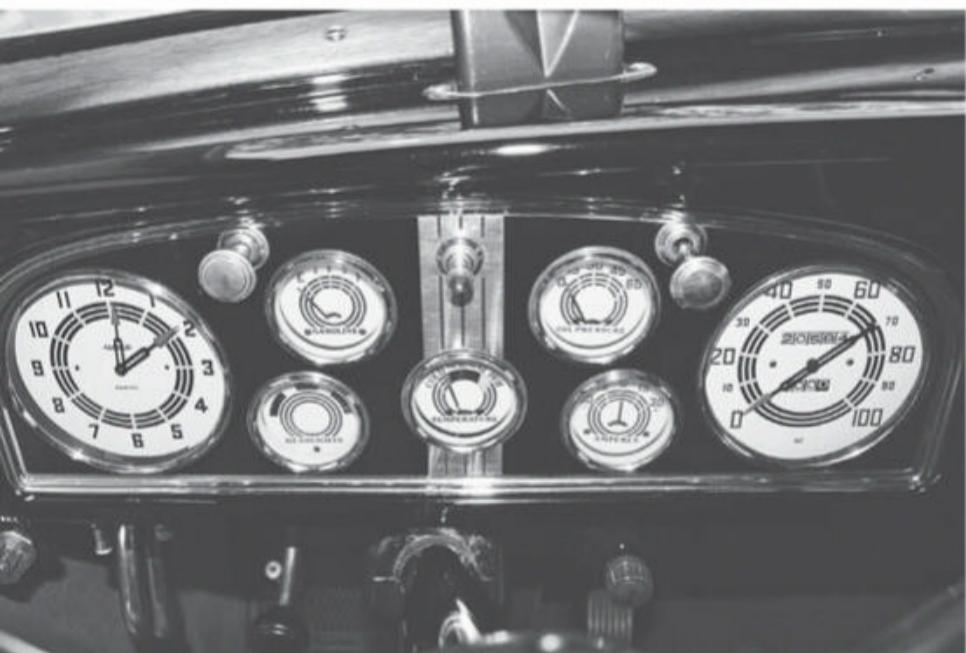
"In all Cadillac's history value has never been so evident and pronounced as in these new 1934 cars. At their new

prices Cadillac offers the finest and most luxurious and modernized transportation. These new prices will open up broader markets for Cadillac."

For 1934, the four lines of Cadillac (Series 355D V-8, Series 370D V-12 and Series 452D V-16 Cadillacs and La-Salle) introduced a more streamlined design that featured teardrop-shaped headlamps, airfoil-shaped front and rear fenders, sloping windshield and a rear deck that covered the chassis. Overall, the bodies were two inches lower



Contributing to passenger comfort in the 1934 Cadillac was its redesigned interior. A thick layer of wool and cotton padding placed over the coil seat springs increased seating comfort. This car's interior is original. This two-passenger coupe has the rear jump seats, known as the opera option, increasing passenger capacity to four.



A full set of gauges sit between the clock and speedometer. Instrument panel finish was carefully cleaned by the owner and remains original.



Cadillac (as well as companion LaSalle) used the bi-plane bumper for 1934. Though visually impressive, they were easily damaged, therefore, they did not make a repeat appearance the following model year.

than the 1933 models. New streamlined "biplane" bumpers looked very stylish, but proved to be expensive to produce and lacked strength, thus they were not used beyond the 1934 models. Seeing 1934 Cadillacs (and LaSalles) with sturdier 1935 bumpers installed was not especially unusual just one or two years after the cars were new.

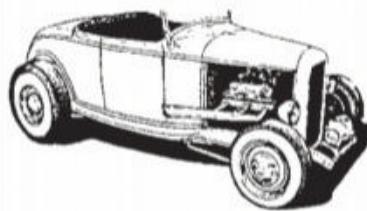
A new chassis

The 1934 model year was a year of many firsts for Cadillac, one of which was the implementation of independent front suspension (IFS), the short and long arm (SLA) front suspension offering much superior ride characteristics than the semi-elliptic leaf springs and I-beam axle once used in front. (IFS was not a new idea, but there was no perceived need for it during the early years of the automobile.) Engineer Maurice Olley, who came to General Motors from Rolls-Royce of America after its demise in 1930, was responsible for the research and design of IFS for Cadillac.

The rear suspension received some reworking, too. Instead of being shackled at both the front and rear, the front end was attached to the frame by a steel spring bolt covered in rubber to cushion the contact point. The rear end was shackled by a threaded anti-rattle bolt, while the shackle was connected to the frame by another rubber-cushioned bolt. A ride stabilizer (a cross-rod, torsion-spring mounted on the rear cross member of the frame) was added to prevent body roll or side sway. The end result was a more comfortable ride and flatter cornering.

Considering the advances incorporated into the 1934 Cadillac, one can be understandably confused by the retention of mechanical brakes — especially when the "one-third priced" LaSalle, Cadillac's companion model, had hydraulic units. This fact surely could not have been an oversight, but rather a nod to the more conservative customer base of Cadillac. (Hydraulic brakes were still relatively new at the time, and stories of fluid leaks in early systems still gave some a reason to doubt them.) General Motors fully switched to hydraulic brakes for 1936.

Additional upgrades included improved engine performance through higher compression, dual-valve springs



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(in the V-8s), lighter anodized-aluminum pistons and cold air intake to the carburetor that provided 15 additional horsepower over the previous year. Economy was improved by these changes, also, with gains averaging 1/2 to 1-1/2 miles per gallon. Additional upgrades included a semi-automatic choke for quicker warm-up, rubber-cushioned engine mounts at five points on the frame and a new water pump packing process that kept the lubricant from mixing with the water.

Another significant alteration for the 1934 Cadillacs was its new X-frame. Cadillac boasted that the improved rigidity of the frame "has been increased many times over that of previous models. This greater strength and rigidity eliminates frame flexing and twisting... It also increases the safety factor in the car and materially improves the riding comfort."

For V-12, V-16 and 146-inch wheelbase V-8 cars, the "X" unit was actually a separate component with the arms extending to the side bars of the outer frame and then to the front and rear end cross members. On the shorter 128- and 136-inch wheelbase V-8 cars, the arms extended to the front cross member and about half way to the rear cross member. Both frames were welded and riveted together to form a solid box-type girder construction. The center junction box had steel plates welded on top and bottom to tie the structure into a single rigid unit. Extra cross member arms connected the X-center frame to the side rails on each side of the center junction box.

An improved interior

In addition to the mechanical refinements was the car's redesigned interior. A thick layer of wool and cotton padding placed over the coil seat springs increased seating comfort. The contours of the seat-uprights were given careful attention as well. Seat covers were pleated on all models except the seven-passenger Imperial Sedan. Other types of trimming were available as an extra-cost option.

Interior ventilation was achieved by opening the cowl vent, which opened toward the windshield. The air was forced in by currents moving along the steeply sloped windshield. Pivoting vent windows also directed air to flow through the automobile.



Top: Like the body of the car, the door handles of the 1934 Cadillac are streamlined.

Above: As a safety improvement, three-beam headlights were used. First incorporated on the 1934 models, the three beams provided were for city driving, country driving, and country passing. City and country driving selections worked about like modern low and high beam. The country passing selection provided a wider beam.

Right: This stylish V-8 badge is affixed to the sleek grille of this 1934 Cadillac.





A winged version of the Cadillac insignia (what is believed to be the self-designed family crest of the founder of Detroit, Antoine de la Mothe Cadillac) adorns the nose of the 1934 Cadillac.

The last survivor?

The featured 1934 Cadillac 355D Series 30 V-8 Stationary Coupe, style 5776 with body by Fleetwood, is built on the 146-inch wheelbase, the longest available in the V-8 series. This wheelbase was shared with V-12. The large and commanding coupe is currently owned by Mike Ames of Arlington, Texas, and is the only known remaining example of its type. Only 45 coupe bodies of this style were built by Fleetwood from 1934 to 1937 of which six were V-8s, all produced in 1934. The remaining 39 coupes of this style had V-12 or V-16 power.

Incidentally, all Series 30 Cadillac bodies were built on the 146-inch wheelbase by Fleetwood, which offered the V-windshield on some styles. Series 10 and Series 20 versions were built by Fisher Body on the 128-inch and 136-inch wheelbases, respectively. As a result, there is a confusing array of styles in multiple series between body builders Fisher and Fleetwood for 1934. Overall production for Series 355D V-8-powered Cadillacs that year totaled 5,080 cars.

Not only is this car a unique Cadillac from the Classic Era — enough to warrant interest by itself — it has its original interior. According to Mike, "Although I did restore the car in my garage at home in 2001, it was only a partial restoration, not a body-off. It has less than 21,000 original miles and I wanted to maintain as much originality as possible. The interior materials are 100 percent original as is the instrument panel. They are in almost unbelievable condition and required only a very careful and thorough cleaning to appear virtually new."

Mike displays it at auto shows and notes the fact that "It is a massive car — almost a foot-and-a-half longer than

the Suburban I tow it with." Indeed, this 1934 Cadillac Series 355D is a large automobile with a wheelbase of 146 inches and a weight of well over 5,000 pounds.

Mike, who is an active member of the Classic Automobile Club of America, pointed out that, "The body design is a dramatic departure from the 1933 models and marked the beginning of the streamlined era. Interesting to compare is the radical difference between this car and a top-of-the line 1934 Packard that maintained a traditional 'Classic' architecture. This car is the perfect balance between the earlier era and the radical Chrysler/De Soto Airflow that also debuted in 1934, the transition year in automotive styling." **OC**

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ELECTRIC CAR BUZZ

Interest powers up for early electrics

BY JOHN GUNNELL

In July of 2015, we appraised a 1917 Milburn Electric owned by The Automobile Gallery (www.theautomobilegallery.com) of Green Bay, Wis. What we discovered upon researching antique electric car values is that there seems to be rising interest in such vehicles with an accompanying climb in prices. It made us wonder: Is this increased interest in vintage electric cars related to the proliferation of new electric cars?

The new and late-model car market includes electrics such as the Saturn EV1, Tesla, Chevrolet Volt/Bolt, Mitsubishi i-MiEV, Nissan Leaf and the BMW i models. Let's start with a look at Milburn as a representative maker of early electric cars. But let's look at some original electrics first.

George Milburn (1820-1883) of Alston, England, emigrated to Canada and eventually moved to Goshen, Ind. In 1846, he settled on a farm three miles southeast of Mishawaka. His daughter, Ann, later married carriage maker Clement Studebaker.

Milburn was involved in many businesses. After moving to Toledo, Ohio, he started the Milburn Wagon factory, which became the largest manufacturer of farm wagons in the world. A broad variety of wagons was produced and some survive to this day.

In late September 1914, the Milburn Wagon Co. began making the 1915 Milburn Light Electric car based on a design by Karl Probst, who later designed



the Bantam Jeep. During eight years of production, from 1915 to 1923, Milburn turned out more than 4,000 cars.

The Milburn Electric was the lowest-priced electric car of its time and was much lighter than competing makes. In 1916, Milburn introduced a Brougham model and, in 1917, it added a Touring (advertised as a limousine or town car). This model featured an open front driving position and an enclosed rear passenger compartment.

Milburn Electrics were popular and among the era's most elegant cars and

were even used by President Woodrow Wilson's secret service men. Wilson also owned a 1918 Milburn Electric, which he drove around the White House grounds.

In 1923, the Milburn Electric Model 27L Brougham sold for \$2,385 (\$36,000 in 2019 after determining inflation). In 2015, an identical Milburn Electric Model 27L Brougham in rough condition was sold for a record \$165,000 in the Motostalgia auction in Indianapolis. That is probably more than George Milburn could ever have imagined one of



The Automobile Gallery in Green Bay, Wis., tries to show the spectrum of automotive history. This 101-year-old 1917 Milburn Electric is the gallery's oldest car.

his cars selling for.

The Milburn that sold for a record auction price was part of a small collection advertised as being a “barn find.” All of the cars in the heavily promoted auction brought strong prices. The 1923 Milburn was advertised as one of only three in existence. It was built during the company’s final year. In February 1923, the Milburn plant was purchased by General Motors for \$2 million. Milburn workers remained in the plant for two months, finishing up cars and bodies already contracted. Then, Buick moved in and the Milburn Electric was no more.

While the “barn find” auction’s notoriety may have accounted for the strong price, a six-figure bid for an unrestored Milburn Electric was still an eye-opening auction result. We also went looking for prices realized for electric cars at auctions.

From the available results, it seems clear that prices being realized for early electric automobiles in the classic car auction market have been on the rise overall. However, it appears the extremely high prices paid for the 1899 Columbia Electric and the “barn find” 1923 Milburn were driven up by factors other than the cars’ intrinsic values.

Milburn expert Myles Twete said that the highest price paid for a Milburn prior to the “barn find” auction was \$65,000 for a very well refurbished car. Another electric car expert, Dave LeFeber of Hartford, Wis., sits on the board of directors of the Wisconsin Automobile Museum in Hartford and owns a very late-production 1929 Detroit Electric. LeFeber is not an appraiser, but he agreed that electric car values seem to be on the rise in general.



The speedy, electric-powered Tesla is definitely a modern special-interest car, but will it become a true collector vehicle as time marches on?

Ed Fallon, a consultant for the French auction house Artcurial, advised that prices for cars of this type are swinging upwards and that \$60,000-\$65,000 would be on the low side of the spectrum for a nice Milburn Electric.

Several factors are playing a role in the electric car price increases. One is definitely the unique character of these

“telephone booth on wheels” cars that exude luxury and class. Their unique and sometimes changeable seating accommodations and large areas of glass make them fun to drive or ride in. With an appearance that’s more carriage than car, they have more of a “historic” feeling to them than even contemporary gas-powered cars. Their look, their silent operation, their luxurious upholstery options and their use of electric power draw big crowds at car shows.

Some electric car aficionados say that the modern push to develop practical electric car transportation is at least partially responsible for the higher interest and prices that older electric cars are experiencing. This brings us to the question of whether modern electric cars are or will be collectable in the future. *Old Cars* has already received questions from readers about this possibility.

On Sept. 17, 2017, we attended an electric car show in Appleton, Wis., to gain insight on whether late-model electrics were being collected. The event — promoted as the Appleton New Car Show — was part of a nationwide “Drive Electric National” program designed to exhibit the latest electric cars such as Volts, Bolts, Teslas, Leafs and more.

AUCTION PRICES REALIZED

There were not a lot of results, but several prices were high in 2015 and have often remained high in the following years:

Date	Auction	Location	Car Make	Sold For
2015	Mecum	Las Vegas,	Detroit Electric	\$ 95,000
2011	RM Sotheby's	Monterey	1899 Columbia	\$550,000
2014	eBay	Oregon	1922 Milburn	\$ 25,000
2015	Motostalgia	Indianapolis (*)	1923 Milburn	\$165,000
2016	RM Sotheby's	Motor City	1920 Detroit Electric Model 82 Brougham	\$66,000
2018	RM Sotheby's	Hershey	1912 Baker Electric Model W Runabout	\$192,500
2018	RM Sotheby's	Burdick Collection	1917 Milburn Electric Model 27 Brougham	\$63,250

** Sale of highly publicized “barn find” collection.*

It attracted fewer than a dozen entries; none of them wore brand names such as Detroit, Baker, Milburn or Studebaker.

We left this show with the impression that electric car owners represent a small group of people with a strong passion for their “something different” cars. They enjoy talking about the special features of the cars they own. Few of the participants in the show had any specific knowledge about the history of electric cars. In other words, they knew that electric cars were made more than 100 years earlier, but they did not know the brands or any details about the early manufacturers.

Another factor affecting the future collectability of modern electric cars is technology issues. The used parts we saw vendors selling at this display were a sign that it is hard to keep these cars operating as they get older. Collectors we know who purchased used Saturn EV1s on the basis of their uniqueness soon found it very difficult to keep the car running. New parts for electric cars are not readily available. In addition, very few mechanics working today are familiar with working on a “used” electric car.

The bottom line is, we expect to see older electric vehicles continue to rise in value, at least to a point. They are never going to rival Duesenberg or Classic-era Mercedes auction prices, but because they are unique and relatively rare, their values will continue to climb as collectors become more comfortable with old and new electric cars. As for the more modern electrics, collector interest is already low and when it comes to the point where they can't be maintained, interest will dwindle even further. Undoubtedly, some of these cars will wind up in museums that showcase automotive history, but we don't think modern electrics will ever be a big trend in collecting.

Many years in the future, it could turn out that so few of these cars will be around that prices for the few survivors will skyrocket. However, as far as a trend that the average collector could ride upwards in the old-car market, investing in an older modern electric car would not seem to be the wisest decision. You'd do better with a truck, a Jeep or a PT Cruiser. At least, that's our opinion. **OC**



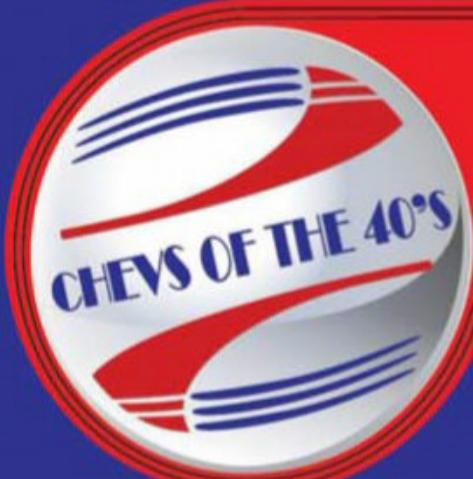
It sometime surprises even car collectors as to how late the early electrics were built. This is a 1931 Detroit Electric Model 97 owned by Greg and Kathy Rohde of Green Bay, Wis.



It will be difficult to maintain this electric-powered BMW i3 sport utility vehicle as it ages. Parts become scarce and few mechanics understand electric car technology.



Antique electric cars have a very historic character to them, as evidenced in this 1911 Waverly Electric Victoria Phaeton owned by the Beyer Home & Carriage Museum of Oconto, Wis.



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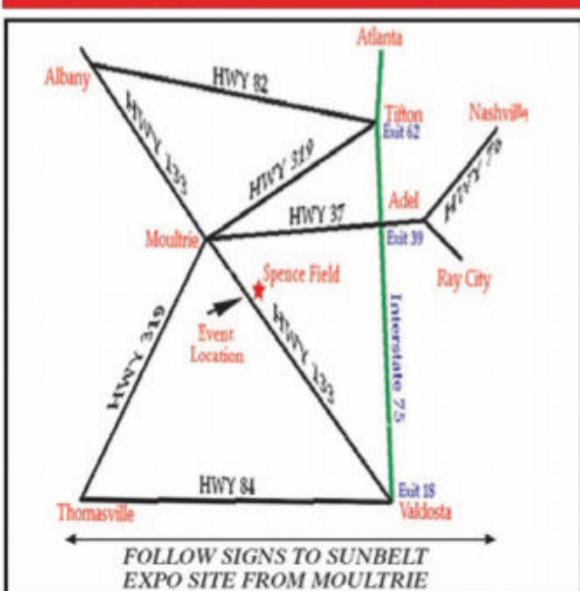
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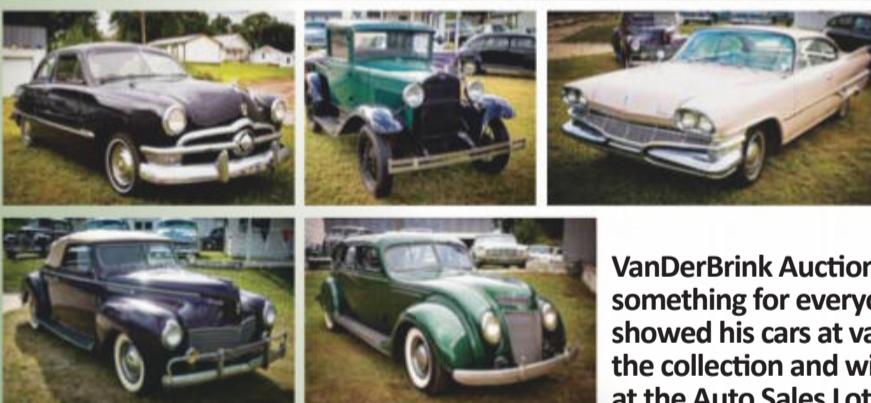
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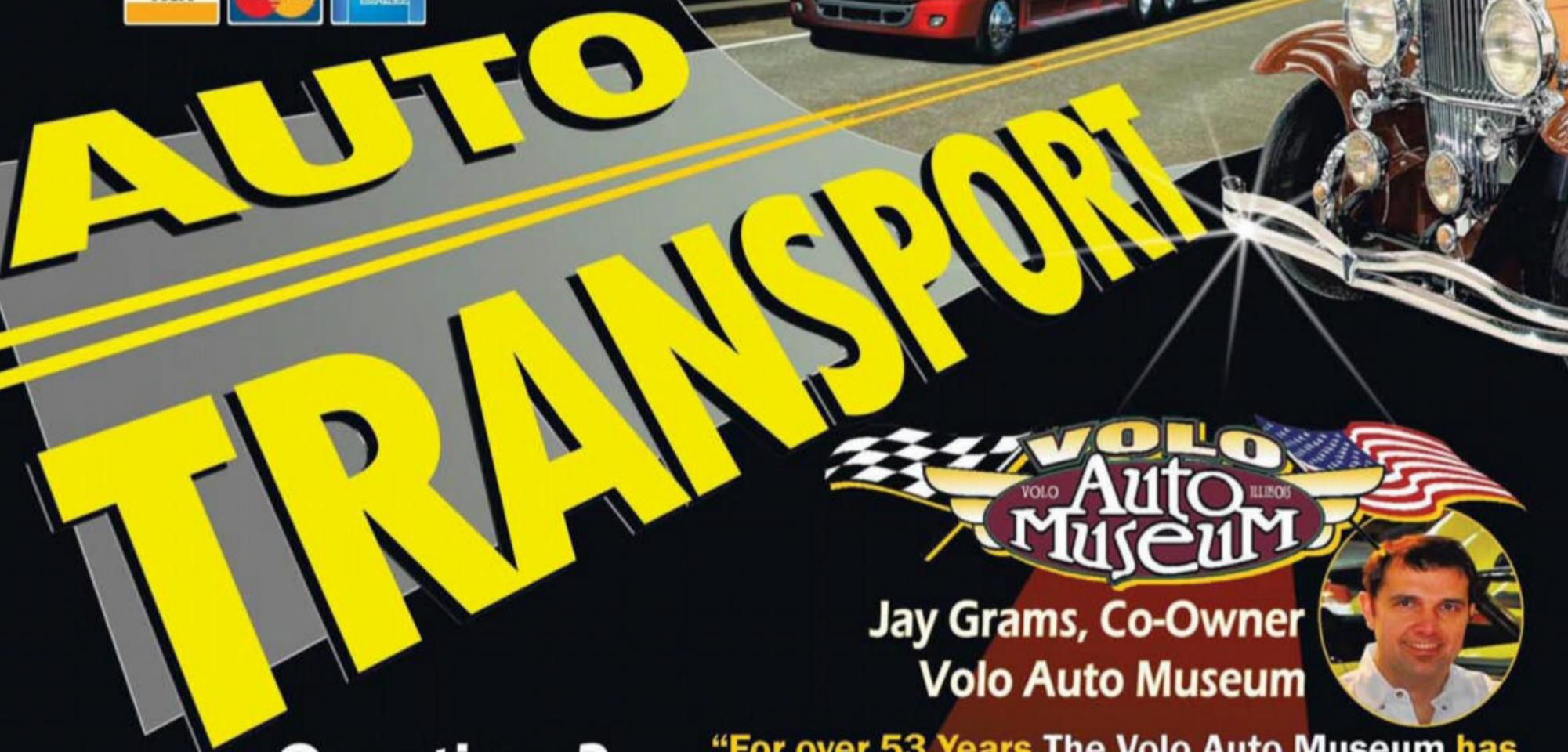




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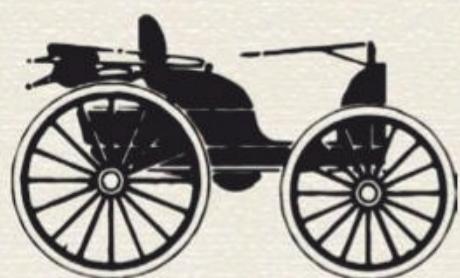
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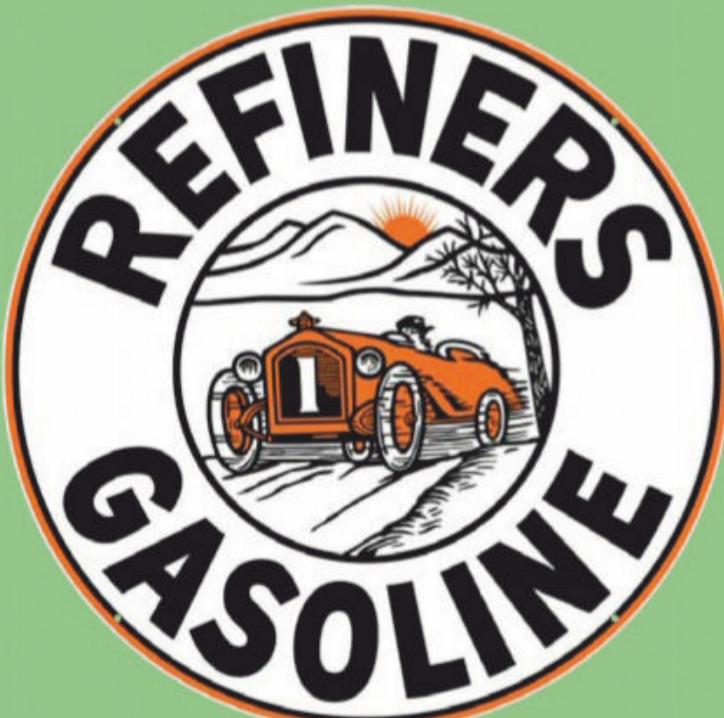
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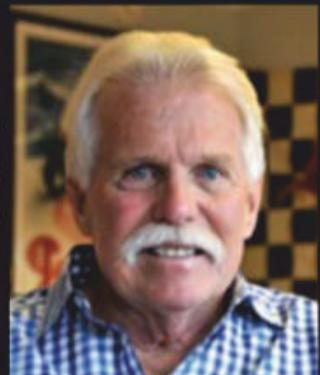


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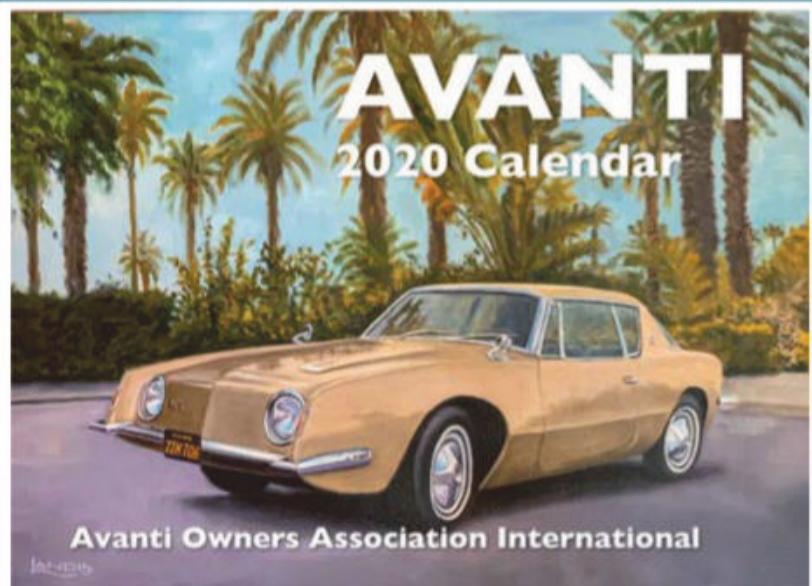
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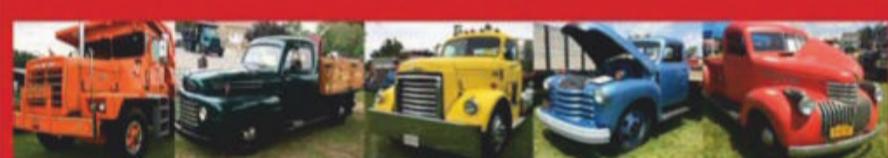
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Runabouts run wild at Dickenson estate sale

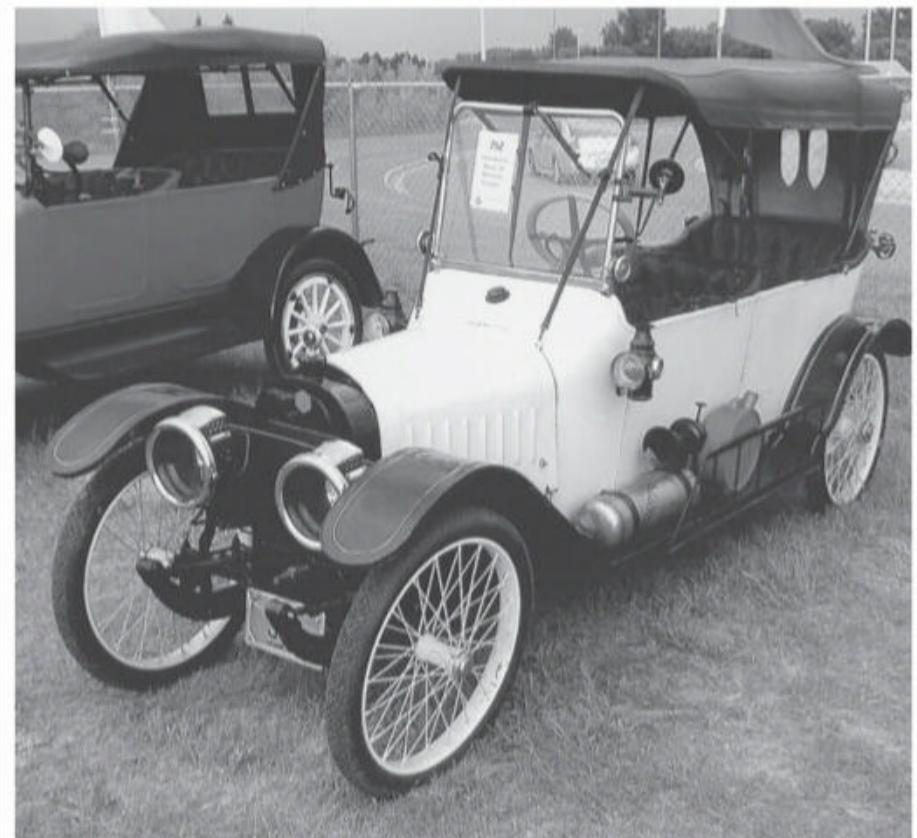
Ron Kowalke reporting

ZIMMERMAN, Minn. — It's a rare occurrence when the three top-selling vehicles at auction are all listed as being from the same year of manufacture and with the same body style. In these modern-leaning times, it's even more unique when that year is 1906. Such was the case at the sale of the Bill "Roger" Dickenson estate, presented by VanDerBrink Auctions. The two-day, no-reserve sale was conducted July 20-21.

Dickenson's collection was vast and included vintage vehicles and parts, vintage motorcycles and parts, automobilia, stationary engines, antique musical instruments, slot machines, pinball machines and household antiques. All vehicles and parts were auctioned on day one of the sale, with the non-automotive items sold on day two. The vehicles in the collection were an eclectic mix of periods, manufacturers and body styles. Motorcycles were also a large part of the mix, with both Harley-Davidson and Indian well-represented.

The collection did lean somewhat toward Crosley and Overland automobiles, but what stood out was Dickenson's immense hoard of parts. This category included body panels, wheels, head and cowl lamps, radiators and their shells, with the majority of these parts being pre-1940 and going back to the turn of that century. The "parts department" also included a dozen early roadster body shells of various makes that featured the perfect blend of dents and patina that the hot rod/rat rod crowd crave in their builds. Prices paid for these weathered shells ranged from \$400 to \$4,000.

The opening day, all-automotive portion of the sale started stormy, but ended on a sunny note. High-sale honors were awarded to a 1906 Sears Model H runabout that sold for \$28,500. It was followed by a '06 Reo runabout at \$24,500



Tall and skinny 1916 Woods Model 3A Mobilette two-passenger roadster sold for \$10,000 at the Dickenson estate sale presented by VanDerBrink Auctions in Zimmerman, Minn.

and a '06 Cadillac Model K runabout at \$23,000. An early "wow" moment in the auction occurred when a condition No. 6 1930s Indian motorcycle that included a non-installed, disassembled four-cylinder engine sold for \$21,000.

In too-rough-to-restore condition, a 1958 Ford Fairlane 500 Skyliner retractable hardtop had to be the bargain buy of the sale. The complete, but rusted-out car, 1 of 14,713 built, sold for a paltry \$700 and offered enough donor-quality parts to recoup that amount several times over.

BILL DICKENSON COLLECTION SALE

VanDerBrink Auctions

July 20-21 2019

Zimmerman, Minn.

All vehicles sold at no-reserve

Ron Kowalke reporting

	Price	Cond
1930 American Austin 2d cpe 4cyl	2,250	6
1930 Ford Model A 2d cpe 4 cyl	2,300	6
1934 Auburn converted to truck 6cyl no bed	750	6
1936 Auburn 852 4d phaeton 8cyl	9,600	6
1907 Brush C-cab mail delivery chain drive	12,000	4
1906 Cadillac Model K runabout, brass, RHD	23,000	4
1939 Cadillac Fleetwood 4d limo V8, no cylinder heads	175	6
1913 Carter Car 2d rds 6cyl, RHD	4,600	6
1939 Crosley 2d conv 2cyl, partial resto, no interior	4,250	3
1940 Crosley CD 2d sta wag 4cyl, no interior	600	6
1949 Crosley CD 2d sta wag 4cyl, no interior	600	6
1950 Crosley Hot Shot CD rds 4cyl	1,800	6
1950 Crosley Hot Shot rds 4cyl rear mount spare	5,000	3
1950s Crosley CD 2d sed 4cyl	600	6
1950s Crosley CD 2d sta wag	550	6

1924 Dodge Bros. 116 4d sed 4cyl 3spd	\$700	6	1975 International 200 PU 3/4t 4x4 V8 AT LBx, plow	\$550	6
1950 Dodge Wayfarer 2d conv 6cyl 3spd	1,300	6	1907 Kiblinger highwheeler chain drive RHD	8,000	4
1911 Ford Model T 4d trng 4cyl, no front clip	9,000	6	1908 Kiblinger highwheeler chain drive RHD	21,000	4
1911 Ford Model T 2d 2d rds PU	2,500	6	1909 McIntyre highwheeler disassembled	8,000	6
1913 Ford Model T runabout 4cyl, brass	11,250	4	1913 Metz runabout 4cyl, Prest-O-Lite lamps	12,000	4
1913 Ford Model T fire truck 4cyl, brass, homemade wood body	4,500	4	1936 Oldsmobile L 3W 2d cpe 8 cyl, dual side-mounts	20,000	3
1915 Ford Model T runabout 4cyl brass, sidemount spare, manual turn signal	14,000	4	1918 Overland rds 4cyl cowl and chassis	100	6
1924 Ford Model T 4d trng	1,300	6	1920 Overland 4d trng 4cyl	17,500	4
1929 Ford Model A phaeton 3spd, RHD	11,500	3	1925 Overland 91 4d trn 4cyl, no radiator or hood	600	6
1929 Ford Model A 2d rds 3spd, rear spare	10,000	3	19?? Overland 4d trng, RHD	7,000	6
1932 Ford truck cowl and chassis	325	6	1906 Reo runabout, spoke wheels, RHD	24,500	4
1932 Ford Model B 2d cabriolet, no front clip	9,000	6	1914 Saxon 2d rds 4cyl w/crank	17,500	3
1935 Ford 48 2d sed flathead V8 3spd	1,000	6	1906 Sears H runabout 2cyl chain drive, brass	28,500	4
1941 Ford Super DeLuxe 2d conv V8, no suspension or wheels	2,400	6	1914 Trumbull 2d cyclecar 4cyl	3,200	6
1947 Ford F3 dump truck flathead V8 dually	2,300	4	1974 Volkswagen 181 'The Thing' 4d	8,500	4
1958 Ford Fairlane 500 Skyliner retractable V8 AT	700	6	1948 Willys Jeepster 2d conv 4cyl 3spd	9,500	3
1908 International A runabout RHD	17,000	5	1916 Woods 3A Mobilette 2d rds 4cyl 2p w/Prest-O-Lite lamps	10,000	3
1920s International 'Bulldog' truck 4cyl cowl and chassis	1,600	6	Misc		
1973 International 1010 1/2t AT LBx, plow, overhead racks	650	5	19?? quartermidget racer	1,250	6
			19?? midget racer no drive train w/single axle trailer	5,250	6

Lyon's *Vintage Junkyard*



300 old cars and trucks available for projects, parts

STORY AND PHOTOS BY LEROY DRITTLER

In the rolling farm country of central Kentucky, there are at least a couple of historic attractions near Loretto. One is the world famous Maker's Mark Distillery founded in the early 19th century. It is on the National Register of Historic Places and has been designated a National Historic Landmark. About five miles away is Lyon's Vintage Junkyard, although it has not yet reached a level of prominence to gain national landmark status. Yet with an inventory of almost 300 mostly vintage vehicles, Lyon's Vintage Junkyard is very important to old car fans and restorers.

David Lyon started collecting hubcaps when he was a kid, which fostered his interest in old cars. As an adult, he worked as a body man, repairing and restoring vehicles for 21 years until he switched his focus to his old car salvage business. Lyon still turns wrenches, but they are on the 1955 Chevrolet that he is restoring for himself.

In 1990, Lyon bought the property upon which he started his old car salvage yard. He takes pride in keeping a very clean yard with no loose parts scattered around to trip over. Lyon regularly mows and periodically cuts the brush, vines and briars around the vehicles. Engines are also kept covered with hoods closed, and he keeps doors and trunk lids shut. Some folks have suggested Lyon change the name from "junk yard" to "salvage yard," but he says he always called it a junk yard and that what locals call it, so he's keeping the name.



Lined up behind the entrance sign to Lyon's Vintage Junkyard are three project cars for sale: a 1949 Pontiac two-door sedan, a 1956 Ford Parklane station wagon and a 1969 Lincoln Continental Mark III. The Pontiac and Parklane have sold since our visit.



The Corsair was the top trim level for Edsel in 1959. This one has good Corsair trim, a nice center grille and a decent driver-side grille panel.

OPPOSITE: This 1953 Lincoln Capri has a '54 hood. It has many good parts including a nice three-piece back window.

RIGHT: At first glance, there seemed to be something a little bit odd about this '65 Pontiac Grand Prix. We think the original front fenders have been replaced with Catalina 2+2 fenders with the faux louvers behind the wheel openings.

There is an interesting assortment of old vehicles in the yard with the oldest being the remains of a 1931 Chevrolet. In the yard are several 1955-'57 "Tri-Five" Chevys and "shoe-box" Fords including a Crestliner, plus Chevelles and Firebirds. There are also some unusual and unique vehicles including a Lincoln-Zephyr and an IHC four-door panel that looks like a Travelall, but with the rear windows covered.

Lyon has been able to keep his "junk yard" stocked by buying old parts vehicles at auctions. He also goes to swap meets where he buys and sells, and regularly checks Facebook Marketplace where he has found some good buys. Lyon says he'll never crush an old vehicle.

Lyon has a Facebook page that he uses to show photos of some of his vehicles and he has customers all over the country. Recently he sold a '59 Edsel two-door hardtop to a buyer in Australia. Several nicer project vehicles are parked in front of his shop; these are only for sale as complete units. A few restorable cars can be found in the yard and parts cannot be removed from them. Some of the vehicles in the yard have titles, but a lot of them do not and those are being parted out. Customers are not allowed to remove parts from vehicles in the yard, but Lyon or his son will remove them for you. The business is all family, and Lyon's wife handles most of the office work. Since Lyon lives on the premises, he says he is usually open from eight to eight or until dark.

Lyon's Vintage Junkyard
2605 Holy Cross Road
Loretto, KY 40037
270-865-2212



The engine and interior are gone from this 1962 Buick Skylark.



The straight-eight engine has been removed and is loose under the hood on this 1948 Buick Sedanette.



There are several shoe-box Fords in the yard including this 1950 Crestliner that was introduced in mid-season.



Corvair station wagons were introduced in 1961, and were discontinued by the end of 1962. This 1961 model is a Lakewood 700.



One of the interesting cars in the yard is this 1946 Lincoln Club Coupe with factory power windows.

The highest-priced Pontiac in 1964 was this Bonneville Safari wagon at \$3,633 and only 5,844 were built.



This photo doesn't show how rusty this 1953 Plymouth really is. Someone opened the right rear door and it fell completely off the hinges and to the ground.



In 1972, the Polara was the base trim level for the full-size Dodge. This sedan has several factory options.



The Olds 98 body was significantly different from the 76 series and the 88 series in 1950.



This third-generation (and next-to-last) International Travelall is a panel. It appears the window openings for the rear doors and rear quarter panels were stamped at the factory, but were never cut out.



This 1963 Mercury Monterey Custom is for sale only as a complete unit. The Breezeway roof has a roll-down rear window that works.



The Patrician 400 sedan was the top dog in the Packard line-up in 1951. It came with the Ultramatic transmission as standard equipment. This one is mostly complete and fairly rare as only 9,001 were manufactured.



It is OK to remove parts from this complete-looking 1965 Buick Wildcat.



This 1965 Cadillac is jacked up in the back so a buyer could check out the frame and undercarriage for rust. It has factory air and is for sale as a unit only.



Lyon has accumulated a few old bicycles that are for sale. This lineup includes a couple of Schwinns and a Roadmaster.

To retrieve this long-parked 1966 Dodge 100 pickup out of the woods, Lyon had to cut a couple of big trees. One was growing through the bed, and another was between the bed and cab, bending both.



This 1966 Rambler Classic 770 four-door sedan still has its automatic transmission and engine. It also has a restorable swing-out Rambler accessory tissue holder under the dash.



The engine and transmission are gone from this 1965 Ford convertible. The hood looks good and has been removed and is on top of the car.



Lyon has a couple of Corvettes in the yard with this 1985 being the best and most complete. It has a good rear window, and good wheels that were taken off and stored.



This 1963 Olds Super 88 has a bent hood and is missing its grille, but has other good body parts available.

Calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Weekly Calender, email us at oldcars@aimmedia.com



www.miantiquefestival.com photo

The Michigan Antique Festivals Classic Car Show & Swap Meet will be held Sept. 21-22 at the Midland County Fairgrounds. For information, visit www.miantiquefestival.com

SHOWS

ARKANSAS

Sep 25-28 AR, Morrilton. 22nd Annual Petit Jean Fall Swap Meet. Swap meet, car sale and arts and crafts starting on the 25th. Spaces available at \$40. Open car show on Saturday 9am-3pm. \$20 entry fee. Military Vehicle Rally Thursday, Friday, and Saturday from 8 to 5. 501-727-5427, www.museumof-autos.com.

CALIFORNIA

Sep 14 CA, Colton. Variety Inland Empire Car & Motorcycle Show. American Legion Post 155 – 1401 Veterans Way. 10am-3pm. Mike 951-351-7654, Angie 951-208-8350, Geno 909-644-0168, Greg 909-222-7373

Sep 14 CA, Paramount. Hynes D.E.S. Hot Rod and Bike Show. Hynes D.E.S. Portuguese Hall, 7812 Alondra Blvd. SH: 8am-2pm. Eric at HynesCarShow@yahoo.com

Sep 15 CA, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, garyoccguy@gmail.com

Sep 21 CA, Long Beach. 15th Annual JCCS(Japanese Classic Car Show). Marina Green Park – 386 E Shoreline Drive. 9am-3pm. www.japaneseclassiccarshow.com, www.facebook.com/JapaenseClassicCarShow/, www.instagram.com/japaneseclassiccarshow/

Sep 22 CA, Montecito. 8th Annual Monte-

cito Motor Classic on Coast Village Road. 9am-3pm. www.montecitomotorclassic.com

Sep 28 CA, Costa Mesa. Cruisin' For a Cure. Orange County Fair & Exposition Center, 88 Fair Drive. 6am-4pm. www.cruisinforacure.com

Sep 29 CA, Hesperia. Auto Parts Swap-meet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, www.socalcarculture.com

Oct 5 CA, Fresno. 2019 Rods on the Bluff. Park Place Shopping Center – 7775-7785 N. Palm Ave. 5:30-8:30pm. Registration \$5 with HRC Logo sticker/\$10 without HRC Logo sticker. Anthony Granata 559-825-6808, www.hotrodcollection.com/rods-on-the-bluff/, info@hotrodcollection.com

Oct 6 CA, Long Beach. Long Beach Hi Performance Swap Meet. Veteran's Memorial Stadium. 6am-1pm. 800-762-9785

Oct 6 CA, Santee. Charger Steve's Magic Car Autofest. 668 Main Street. 9:30am-1:30pm. www.carshowcalifornia.com

Oct 6 CA, Lodi. Nor Cal Olds Club Annual Micke Grove Oldsmobile Car Show & Picnic. Micke Grove Park. 8am-2pm. Registration \$30, this is pot luck, without food \$10 entry. Bring your own beverages. Jeff Stanish 408-529-6209, Denis La Centra 510-299-1403

Oct 11-13 CA, Madera. 2019 Valley

Nationals, Reliability Run & Swap Meet. Madera Fairgrounds – 1850 West Cleveland Ave. Oct. 11: Evening time TBD (social), Oct. 12: 8am-4pm (main event), Oct. 13: 8am-1pm (Reliability Run). Swap Meet Registration: \$20 (20x20), 209-996-9792, ron@bigturlockswap.com, vendor registration: \$100 (10x10), \$200 (10x20), \$250 (10x30), Whitney Frank, whitney@hotrodcollection.com

Oct 12 CA, Van Nuys. Valley Relics Museum Racing History Series : History of Paramount Ranch and San Fernando Dragstrip. 10:30am-1:30pm. Valley Relics Museum – 7900 Balboa Blvd. 559-760-1143, www.racinghistoryproject.com

Oct 13 CA, Pomona. Pomona Swap Meet & Classic Car Show. 1101 W. McKin-

SACRAMENTO CLASSIC CAR & PARTS SWAP MEET
OCT. 12th, 2019
CAL EXPO SACRAMENTO CA
7:00am — 1:00pm
Admission \$12 • Parking \$10
Swap Meet Spaces \$35 & \$50 • Car Corral \$35
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www.SacramentoSwapMeet.com

ley Ave. 5am-2pm. Registration \$25, late models \$100, pre-'31 free. www.pomonaswapmeet.com

Oct 20 CA, San Diego. Pal Joey's XI Best Damn Car Show In Town. 5147 Waring Road. 8am-2pm. Registration \$30. 619-980-6699

Oct 20 CA, Buena Park. Silverado Days Car Show. Gary 714-299-1776, garyocarguy@gmail.com

Oct 26 CA, Hemet. EEK Fitness Fundraising Car Show. 530 S. Buena Vista Street. 9am-2pm. Registration \$20. Jodi 951-537-8715

Oct 26 CA, Santa Margarita Ranch. RPM Nationals Flathead Drags. www.rpmnationals.com

Oct 27 CA, Buena Park. Pickers Paradise Swap Meet. Gary 714-299-1776, garyocarguy@gmail.com

Oct 27 CA, Hesperia. Auto Parts Swap Meet. 17578 Eucalyptus Ave. 6am-3pm. free. Jim 760-995-3999, www.socalcarculture.com

Nov 2 CA, Ontario. Ontario Police Museum 10th Annual Guns and Hoses Car Show. Ontario Police Department - 2500 S. Archibald Ave. 7am-2pm. Rusty Green 760-954-3072

Nov 3 CA, Turlock. Fall Turlock Swap Meet. Stance Fairgrounds - 900 N. Broadway. 6am-2pm. 209-201-8491, registration@springfallturlock.com

Nov 3 CA, San Diego. Crawford Colt's Car Show. Pal Joey's - 5147 Waring Road. Register by Oct. 21 \$25, after \$30. Sadie Know 619-286-8806, www.crawfordcolts.org

CONNECTICUT

Sep 15 CT, Naugatuck. 3rd Annual St. Vincent Ferrer Car Show. St. Vincent Church - 1006 New Haven Road. 12-4pm. Registration \$10, Tony 203-768-3486

Sep 15 CT, New Canaan. Caffeine & Carburetors. Downtown Pine & Elm Streets. 7-11:30 am. www.caffeine-andcarburetors.com. Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

Sep 21 CT, Chester. 5th Annual Cruise, Blues & Brews Festival. Chester Fairgrounds - 11 Kirtland Terrace. 10am-4pm. Registration \$15. www.cruisebluesandbrews.com

Sep 21 CT, New Britain. 27th Annual Klingberg Vintage Motorcar Series Show. Klingberg Family Centers - 370 Linwood Street. 9am-2pm. www.KlingbergMotorcarSeries.org

Sep 22 CT, Simsbury. 33rd Annual Simsbury Fly-In, Car Show & Food Truck Festival. Simsbury Airport. 8am-5pm. www.simsburyflyin.com

Sep 29 CT, Wallingford. 36th Annual Chapter All Pontiac, Oakland and GMC Fall Car Show. Barbarian Nissan at Masonic Ave. 9am-3pm. www.nutmegchapterpoci.com or Mike 203-266-7089, Noel 860-868-7723

Oct 6 CT, Middletown. Middletown County Historical Society 34th Annual Car Show & Flea Market. Bernie O'Rourke Drive. 860-346-0746.

Oct 6 CT, New Hartford. 14th Annual Cartoberfest Car Show. Hurley Park - Farmington River - 34 Greenwoods Road. 10am-3pm.

Oct 13 CT, Litchfield. Cars for Kids Automobile Show. Connecticut Junior Republic. 8am-2:30pm. Registration \$10. 860-567-9423

Oct 20 CT, New Canaan. Caffeine & Carburetors. Waveny Park. 7-11:30 am. www.caffeineandcarburetors.com. Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

DELAWARE

Sep 14 DE, Newark. 3rd Annual Brookside Fall Car, Truck & Motorcycle Show. Brookside Community Maintenance Building - 390 East Chestnut Hill Road. 9am-4pm. Registration \$15. www.facebook.com/events/667064930392915/

FLORIDA

Sep 14-15 FL, West Palm Beach. Palm Beach Car Show & Swap Meet. South Florida Fairgrounds - 9067 Southern Blvd. 954-205-7813, www.SouthFLCarSwapMeets.com, info@SouthFLCarSwapMeets.com

Sep 15 FL, Ponte Vedra Beach. 2019 Ponte Vedra Auto Show. Nocatee Event Field - 245 Nocatee Center Way. www.sjcchamber.com/pv-auto-show-info

SUMTER SWAP MEETS

AUTOMOTIVE / ANTIQUE SWAP MEET - CAR CORRAL

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Oct. 6, 2019



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Oct 6 FL, Bushnell. Sumter Swap Meet. Sumter County Fairgrounds - 7620 S. R. 47. 8am-3pm. Joann at 727-848-7171 or 727-534-7433, www.floridaswapmeets.com

Oct 12 FL, Navarre. 19th Annual Navarre Beach Car, Truck, Bike Show & Craft Fair. Navarre Beach. 8am.

Oct 13 FL, Vero Beach. Treasure Coast Car Swap Meet and Car Show. Indian River Fairgrounds - 7955 58th Ave. 954-205-7813, www.southflcarswapmeets.com

Oct 18 FL, Tampa. Charity Car Show. Century Kia of Tampa - 4340 W. Hillsborough Ave. 6-9pm. \$10 donation per car. April 941-993-3924, goodkidsontheblock@gmail.com

Oct 26 FL, Auburndale. 41st Annual Buick Olds Pontiac Cadillac (BOPC) Car Show & Swap Meet. Downtown City Park - 119 West Park Street. 9:30am-2:30pm. www.oldclubofflorida.com, Pat 727-781-7774, patwhissel@gmail.com

Nov 3 FL, Bushnell. Sumter Swap Meet. Sumter County Fairgrounds - 7620 S. R. 47. 8am-3pm. Joann at 727-848-7171 or 727-534-7433, www.floridaswapmeets.com

Nov 3 FL, Minneola. Third Annual Superkids Charity Car & Truck Show. Lake Minneola High School. 8am

GEORGIA

Oct 5 GA, Atlanta. Roswell Motoring Festival. 10am-2pm. 770-645-6844, Atl_MotoringFest@ATT.net, www.atlmotoringfest.org

Oct 6 GA, Covington. 27th Annual Cars of the Past Covington Car Show. 1124 Clark Street - Covington Square. 8am-4pm. Pre-register \$20, Day of show \$25. 770-648-5087, covingtoncarshow@rotarycovington.org

Oct 26 GA, Thunderbolt. Spectacular Car Show. American Legion Post 184 - 3003 Rowland Ave. 8am-2pm. Reg-

ZEPHYRHILLS AUTO EVENTS

Nov. 14-17, 2019

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zephyrhillsautoevents.com

istration \$20. Thomas 912-661-0070 amthomastbolt@peoplepc.com

Nov 2 GA, Sugar Hill. 20th S&S Annual Buford ACE Classic Cruise-In & Show. Sugar Hill Church Parking Lot – 5091 Nelson Brogden Road. 10am-3pm. Judging \$25, cruise \$10. Vend \$100. [www.bufordaceclassiccarshow.com](http://bufordaceclassiccarshow.com), contact@bufordacecarshow.com, www.facebook.com/ssacehardware

ILLINOIS

Sep 14-15 IL, Chicago. The Classic Auto Show. Stephens Convention Center. www.theclassicautoshow.com/chicago

Sep 15 IL, Northbrook. 19th Annual Classic Northbrook Car & Truck Show sponsored by the Northbrook Historical Society as part of the 41st Annual Shermerfest, a community festival from noon-4pm in Village Green Park. Pre-registration \$15 per vehicle, \$20 day of show. Dan Kaye at 847-498-2319 or classicnorthbrook@gmail.com.

Sep 21 IL, Glenview. Coffee, Classics and Connections. Glenview Bank & Trust Parking Lot – 99 Waukegan Road. 9-11am. <http://centerofconcern.org/coffee-classics-connections/>

Sep 29 IL, Wheaton. 74th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd.

41st Annual
Cedar Rapids Region of the
Antique Automobile Club of America
SWAP MEET
8 a.m. to 5 p.m.
Saturday, Oct. 19th, 2019
No Early Arrivals Please

Hawkeye Downs Fairgrounds
Hwy 30 & 6th St. SW – Cedar Rapids, Iowa
Spaces Approximately 12' x 30'
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\$25 at gate • Car Corral - \$25 per car

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PO Box 9272 • Cedar Rapids, IA 52404
<http://local.aaca.org/cedarrapids>
PUBLIC ADMISSION \$5
16 & under free

9am-2pm. 630-969-1847

Oct 6 IL, Joliet. 11th Annual Route 66 Raceway Swapmeet. 3200 S. Chicago Street. 8am-1pm. Vend or car sale \$20. Vend info Rodney Brockman 815-478-3633, general info 888-629-7223

Oct 13 IL, Chicago. Historic Pullman Annual Car Show. 11141 S. Cottage Grove. 10am-3pm. tmac639@sbcglobal.net

Oct 20 IL, Peotone. Chicagoland Petroleum & Advertising Show. Will County Fairgrounds. 8am-1pm. www.gasguys1.com, 815-721-3336 or gasguys@hotmail.com

INDIANA

Sep 18 IN, Angola. 7th Annual Cruise to the Monument Car Show. Historic Downtown Angola, Indiana at the crossroads of US20 and Old Hwy 27. www.angolain.org/events/cruisetothemonument

IOWA

Oct 19 IA, Cedar Rapids. 41st Annual Cedar Rapids Region AACA Swap Meet. Hawkeye Downs Fairgrounds. 8am-5pm. Vend spots \$25, Car Corral \$25, John Maxwell 319-693-9290, <http://local.aaca.org/cedarrapids>

Oct 20 IA, Moticello. 35th Annual Fall Auto Parts Swap Meet and Car Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Pre-register \$10, after Oct. 3 \$15, Gary Muller 319-465-5119, www.autopartsswapmeet.net

KENTUCKY

Oct 11-13 KY, Lexington. Goodguys 2nd Kentucky Nationals. Kentucky Horse Park. www.good-guys.com/2019-events

MARYLAND

Sep 29 MD, Abingdon. Buick Owners to Maryland 33rd Annual All GM Show. Boyle Buick-GMC Truck – 3015 Em-morton Rd. 9:30am-2:30pm. Raymond Price 410-812-8477, rprice2@netzero.net, Craig Bober 443-904-4200

Oct 27 MD, Baltimore. Jerry's Auto Group Fall Car Show. Jerry's Chevrolet – 1940 East Joppa Road. 10am-4pm. Registration \$20. www.jerrysautoshow.com, Bill 443-418-4598

MASSACHUSETTS

Oct 6 MA, Devens. 39th Annual MCCNE Fall All Wheels Car Show & Swap Meet. Devens Town Common. 9am-3:30pm. Registration \$20 (\$15 MCCNE Members,), www.mccne.com

Oct 19 MA, Brookline. Larz Anderson Extinct Car Day. 15 Newton Street. On-

line registration \$10, day of show \$15. <https://larzanderson.org/extinct/>

Oct 19 MA, Middleboro. 20th Annual New England Speed Meeting "Gathering of the Faithful". Pierce Playground – 26 Jackson Street. 9am-3pm, vend space \$25. www.autonetnewengland.com, jackwegman@verizon.net, 508-888-3103

Oct 20 MA, Middlebrow. 20th Annual New England Speed Meeting "Gathering of the Faithful" 26 Jackson Street. 9am-3pm. www.autonetnewengland.com, Jack Legman jackwegman@verizon.net, 508-888-3103

MICHIGAN

Sep 14 MI, Tucumseh. Ididit's 2019 Car Show & Open House. 610 Maumee Street. 9am-3pm. www.ididitinc.com

Sep 15 MI, Chelsea. 2019 St. Louis Center Car Show. 16195 W. Old US Hwy. 12. 9am-3pm. Registration \$15. Cindy Lesser 734-475-8430, cindyl@stlouiscenter.org

Sep 21 MI, Hickory Corners. Ford Model A Day. Gilmore Car Museum – 6865 Hickory Road. www.gilmorecarmuseum.org

Sep 21 MI, Fowlerville. Hearse Fest. Fowlerville Fairgrounds – 8800 W. Grand River Ave. Opens at 10am. just-hearsenaroun.com

Sep 21 MI, Allendale. Hallandale Fall Festival Car Show. Hallandale Community Park – 11069 68th Ave. Reg 9:30-11am, Show 11am-3pm. Auto Body Xperts 6161-669-6692, marketingcoordinator@autobodyxperts.com

Sep 21-22 MI, Midland. Michigan Antique Festivals Classic Car Show & Swap Meet. Midland County Fairgrounds – 6905 Eastman Ave. Sat. 8am-6pm, Sun. 9am-4pm. Early bird shopping pass on Friday before show \$15. www.miantiquefestival.com

Sep 27-28 MI, Hickory Corners. Cadillac-LaSalle Club Museum Fall Festival. Gilmore Car Museum – 6865 Hickory Road. www.gilmorecarmuseum.org

Oct 5-6 MI, Davisburg. Michigan Antique Festivals Classic Car Show & Swap Meet. Springfield Oaks County Park – 12451 Andersonville Road. Sat. 8am-6pm, Sun. 9am-4pm. www.miantiquefestival.com

MINNESOTA

Sep 14 MN, Lakeland. 5th Annual Gary Jackson Memorial Charity Car Show. Bungalow Inn Bar & Grill. 9am-3pm. Registration \$5. streetrodder49@msn.com

Sep 15 MN, St. Paul. Auto Restorers Club of Southern Minnesota 43rd Annual Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3:30pm. <http://clubs.hemmings.com/autorestorers>

Sep 15 MN, St. Peter. 43rd Car Show & Swap Meet. Nicollet County Fairgrounds. 6am-3pm. Registration \$15, Swap pre-register \$20, at gate \$25, indoor space \$30. <http://clubs.hemmings.com/autorestorers>

Sep 29 MN, St. Paul. 49th Annual Midwest Fall Swapmeet & Car Show. Minnesota State Fairgrounds. 7:30am-4pm www.midwestswapmeet.com or 952-994-3225.

MISSISSIPPI

Oct 10-12 MS, Biloxi. Cruising the Coast 23rd Annual Collector Car Auction. Mississippi Coast Coliseum. 504-264-2277, www.vicariauction.com

Nov 5-9 MS, Natchez. Sentimental Tour, sponsored by Louisiana Region (Progressive Tour). www.aaca.org

MISSOURI

Sep 13-14 MO, Fulton. Fall Willys Jeep Reunion & Swap Meet. Auto World Museum – 200 Peacock Drive. Contact Art & Darlene Gloss 573-491-9921 4wdjeep@mail.com, Jeff Petrowich 217-246-5438, jp@willysreunion.com, www.willysreunion.com

Sep 14 MO, Troy. Trinity Lutheran Church Car Show. 1307 Boone Street. 10am-3pm. Registration \$20. Bryan Gooding, Chair 636-297-1328 or Jim Lalumondiere, Co-Chair 636-290-2535

Sep 15 MO, St. Louis. 41st Annual Swap Meet & Car Show. Chesterfield Mall. 314-991-4665, www.hccmo.com

Sep 21 MO, Nevada. Second Annual Nevada Veterans Car & Truck Show. 510 N. Centennial Blvd. 9am-2pm. Registration \$20. Doug Thomas 816-690-8131 cdthomasret@gmail.com

Oct 18-19 MO, Carthage. 39th Annual Carthage Maple Leaf Car Show, Swap Meet & Cruise Night. Friday Cruise – On Historic Carthage Square – 302 South Main Street. 6-9pm. Saturday Car Show – CMR – 1900 South Grand Ave. 8am-5pm. Swap Meet & Car Corral on Friday at 1900 South Grand Ave. noon – 6pm. & Saturday 8am-5pm. Car Show Info: Larry – 417-825-6773, Alan – 620-856-2020, Contact Randy at 417-850-5933 for Swap Meet: (\$25), Car Corral (\$5) information. Register on line at www.mapleleafcarshow.com, mapleleafcarshow@gmail.com, Facebook at Maple Leaf Carshow.

MONTANA

Sep 14 MT, Billings. Ra Ra's Show n' Shine. 2miles east of Blue Basket on Hwy. 212. 10am-3pm

Sep 14 MT, Lincoln. Lambkins Car Show. Lambkins of Lincoln – 2316 Lincoln Springs. 9am – closing. Marge 406-362-4460, Lambkins 406-362-4380

Oct 5 MT, Huntley. 6th C4RV Chance Car Show. Huntley Project Veterans Park 1613 Northern Ave. 8am-10pm. John or tame 406-348-2430.

NEBRASKA

Sep 22 NE, Fremont. Fremont Antique Car Club 52nd annual swap meet. Christensen Field on North Ridge Rd. \$20 outside spaces. Inside spaces \$20 per table. Bob Buer 402-459-1061, [www.fremontantiquecarclub.com/](http://www.fremontantiquecarclub.com)

NEVADA

Sep 21-22 NV, Pahrump. 3rd Edition Top Notch Car Show. 3591 W. Bell Vista Ave. 775-751-1007, pahrumpcarshow@gmail.com, www.topnotchre-pairs.us/carshow2019

Oct 25-28 NV, Las Vegas. Las Vegas Concours d'Elegance. www.lasvegasconcours.com

NEW JERSEY

Sep 19-22 NJ, Wildwood. Fall Boardwalk Classic Car Show. Wildwood's Boardwalk. Registration \$55. www.wildwoodmotoreventsnj.com, Alethea@WildwoodMotorEventsNJ.com

Sep 19-22 NJ, Wildwood. Wildwoods Indoor Vendor & Swap Meet Extravaganza. Wildwood Convention Center – 1 South Route 47. 609-522-4546 ext. 3, www.wildwoodmotoreventsnj.com, Alethea@WildwoodMotorEventsNJ.com

Sep 26-29 NJ, Freehold. Vintage Thunderbird International Convention. Radisson Hotel. Thunderbirds of all years welcome. Jim Cappuzzo mseries63tbird@aol.com, www.vintagethunderbirdclub.net/

Sep 27-29 NJ, Wilwood. Monster Truck Beach Races. www.wildwoodmotoreventsnj.com, Alethea@WildwoodMotorEventsNJ.com

Sep 29 NJ, Augusta. Metro Jersey Chapter 29th Anniversary Truck Show. Skylines Stadium – 94 Championship Place. 9am-3pm. Bill Wagner 973-214-7629, Tom Amaducci 973-687-8833, Scott Baker 201-512-0056, Flea Market space George Petrask 862-241-9237

NEW YORK

Sep 13 NY, Grahamsville. Any Make, Any Model Cruise to the Neversink Roundabout at the Grahamsville Fairgrounds Antique Machinery Association Show. Meet at the Tr-Valley School front parking lot to cruise to show at 9:30am. Tom Matthews 845-985-7162 or Carl Smith 845-798-8788 AMAMCC

Sep 13 NY, East Setauket. Alternatives for Children 23rd Annual Classic & Sports Car Rally. Starting line Alternatives for Children in Dix Hills, Finish Line Long Island Yacht Club in South Babylon. Susan Ennis at 631-331-6400, ext. 229. Register online www.alternativesforchildren.org/road-rally.html, www.facebook.com/events/320332578657895/

Sep 19-22 NY, Hyde Park. Lincoln & Continental Owners Club's Eastern National Meet. <https://lcoc.org/event/2019-eastern-national-meet/>, Owen Clarke at 845-889-8891, Clarketrustee@msn.com.

Sep 22 NY, Hudson. 35th Annual Croton Rotary Auto Show. Croton Harmon Train Station. 11am-4pm. Mark Franzoso 914-490-2137, mark@franzoso.com

Sep 29 NY, Hampton Bays. New York AutoFest at the San Gennaro Festival. 9am-5pm. www.nyautofest.com

Oct 4 NY, Saratoga Springs. Wine & Food Festival Rally and Lunch at Lake George Club. Starts at Saratoga Automobile Museum and ends at Lake George Club. 11am-2:30pm. \$125/person. Megan Hennessey 518-401-5185, megan.hennessey@saratogaautomobilemuseum.org

Oct 20 NY, East Norwich. 11th Annual New York AutoFest Halloween Car Show. Chelsea Mansion, 34 Muttontown Ln. 9am-4pm. www.nyautofest.com

Nov 2 NY, Albany. 68th Northern Toy Club Collectible Toy Show. Polish Community Center – 225 Washington Avenue Extension. 9am-2pm. 518-966-5239, northlandtoyshow@gmail.com

NORTH CAROLINA

Oct 5 NC, Maggie Valley. NW Georgia Mustang Club's 46th Annual Shelby, Mustang & Ford Maggie Valley Car Show. Maggie Valley Festival Ground – 3374 Soco Road. 8:30am-3pm. Registration \$25. Steve Harrison 404-427-2264, steve66shelby@gmail.com, www.facebook.com/pages/Northeast-Georgia-Mustang-Club/192962149084

Oct 5 NC, Asherville. Southeast Willys Jeep Get Together. 10am-3pm. Will(y)s Springer www.SoutheastWillysJeep-GetTogether.com, ewills@Southeast-WillysJeepGetTogether.com, 828-687-0334

Oct 11-13 NC, Mount Airy. Huge 3 Day Automotive Swap Meet/Car Show. Veteran's Park – 691 West Lebanon Street. Cruise-In Friday Sat 8am-5pm, Sun 8am-3pm. Vend spots \$30. Erik 540-577-9672 or www.chasingsscars.com

Oct 17-19 NC, Charlotte. Hornets Nest Region AACA Fall Charlotte AutoFair. Charlotte Motor Speedway. www.charlotte-autofair.com

Oct 18-19 NC, Henderson. Show, Shine, Shag & Dine Car Show. Vance County Tourism Development Authority www.kerrlake-nc.com or 866-438-4565

Oct 18-19 NC, Concord. Goodguys 26th Southeastern Nationals. Charlotte Motor Speedway. www.good-guys.com/2019-events

Nov 2 NC, Pittsboro. Columbus Ladge Day, Car Show, Rib Fest & Family Fun. 121 East Street. 8am-2pm. Registration \$25, Brian 919-265-4081, bubble-time1@gmail.com

OHIO

Sep 13-15 OH, Canfield. Dave & Ed's Super Auto Events-Canfield Swap Meet, Car Corral and Sunday Casual Car Show. Held at Canfield Mahoning County Fairgrounds, 7265 Columbiana Canfield Rd, 330-477-8506

Sep 13-15 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark County Fairgrounds. 937-376-0111, www.ohioswapmeet.com

Oct 12 OH, Hilliard. Trunk or Treat Car Show. Hilliard Presbyterian Church – 3600 Leap Road. 11am – 3pm. Registration \$10. www.facebook.com/pages/Empty-Pockets-Cruisers/736240299835729?ref=hl

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Oct 24-26 OH, Cleveland. All Transportation Swap Meet. Cleveland County Fairgrounds. 9am-6pm. 405-651-7927, www.NormanSwapMeet.com

Nov 8-9 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark County Fairgrounds. 937-376-0111, www.ohioswapmeet.com

OKLAHOMA

Oct 17-19 OK, Chickasha. Chickasha 51st Annual Swap Meet. 712 East Choctaw Ave. 10am-3pm. Reserved Spaces \$40. 405-224-6552

PENNSYLVANIA

Sep 14 PA, East Berlin. Historic East Berlin Fall Festival Car Show. East Berlin Community Park – North Avenue. 8am-2pm. Registration \$10. Ken Buohi 717-321-3189

Sep 14 PA, Philadelphia. 3rd Annual PJP marketplace Superstore Car Show. Shellys Plaza – 8690 Frankford Ave. 9am-3pm. Registration \$20, Bobbi (H) 215-752-0484, (C) 215-820-3276, movinonkruzers.com, kruzers@inbox.com

Sep 14 PA, Patton. Tackett's Repair Shop Car Show. Janesville Dam at Mountz Memorial Park. 10am-4pm. Registration \$10. 814-505-7876 or email melscarshows@gmail.com

Sep 21 PA, Chester County. 4th Annual Coatesville Invitational Vintage Grand Prix. Pre-1970 racing through the streets. <https://coatesvillegrandprix.com/home>

Sep 22 PA, Hershey. Annual Corvair Day Swap Meet & Corvair Show. AACA Museum, 161 Museum Dr., 17033. some events have a fee. Contact Earl Holmes, 717-991-7341 or earl-zgames@comcast.net

Sep 28 PA, Gettysburg. 4th Annual Olde Getty Place Car Show, in downtown Gettysburg on W. & E. High St., between S. Washington and Stratton St., Pre-Registration (thru Sept. 9th) – \$13, Day of Registration – \$15. adamscha.org or call 717-321-3149

Oct 2-6 PA, Carlisle. Fall Carlisle. Carlisle Fairgrounds/Expo Center. www.carlisleevents.com

Oct 5 PA, Ivyland. 7th Annual "Tony's Place Car Show" 1297 Greeley Ave. at Bristol Rd. 9am-3pm. Registration \$20. Bobbi (H) 215-752-0484, (C) 215-820-3276 or Joe Ameci (Office) 215-354-0875, E-Mail movinonkruzers@inbox.com, www.movinonkruzers.com

Oct 9-12 PA, Hershey. Hershey AACA Eastern Fall Nationals. Hershey park Stadium and the Giant Center. 717-

566-7720, hr@hersheyaaca.org, <http://hershey.aaca.com/>

Oct 13 PA, Downington. 17th Annual All Oldsmobile Fall Show. Kerr Park. 9am-3pm. <http://clubs.hemmings.com/delvaloldsclub/>

Oct 25-27 PA, Reading. Pretzel City Rod & Custom Indoor Fall Mall Show. Berkshire Mall. Registration \$15. Rick 610-678-3948, Fran 610-944-5515

RHODE ISLAND

Oct 13 RI, Hartford. RISRA 44th Annual "Toys for Tots" Fun Run. Johnston War Memorial Park – 1583 Hartford Ave. Registration – 1 new unwrapped toy, 2 cans of food. 401-499-9877, [www.ristreetrodding.org](http://ristreetrodding.org)

SOUTH CAROLINA

Oct 24 – Nov 3 SC, Hilton Head Island. Hilton Head Concours d'Elegance & Motoring Festival. www.hhiconcours.com

TENNESSEE

Oct 6 TN, Franklin. 30th Annual Battlefield AACA Car, Truck and Motorcycle Show at The Factory, 213 Franklin Road. Registration \$20, 9 am – 3pm. Chris Woodside 615-979-3058, battlefieldaaca.com

TEXAS

Sep 13-15 TX, Fort Worth. 52nd Annual Southwest Swap Meet. Texas Motor Speedway. www.southwestswapmeet.com, Gary & Suzy Page 469-463-6277, info@southwestswapmeet.com

Sep 27-29 TX, Ft. Worth. Goodguys 27th Summit Racing Lone Star Nationals. Texas Motor Speedway. www.goodguys.com/2019-events

Oct 19 TX, Westlake. Ninth Annual Westlake Classic Car Show. Original or restored vehicles from 1900-1959 (no Hot Rods or Customs) 2902 Sam School Road. 11am-4pm. Pre-register \$25, day of show \$30. jgreenwood@westlake-tx.org or text to 817-680-1422.

VERMONT

Sep 22 VT, Bristol. Better L8 Than Never Car Show. Bristol Recreation Field – 110 Airport Drive. 9am-4pm. www.BetterL8ThanNever.com, www.facebook.com/events/356147988439917/

VIRGINIA

Sep 14 VA, Leesburg. 32nd Annual Leesburg Car Show. Downtown. 12-4pm. Registration \$20, www.lcps.org/domain/26427

Sep 21 VA, Manassas. 44th annual Ed-

gar Rohr Antique Auto Show, Manassas Museum, 9101 Prince William St. 10am-3pm. Bull Run Region AACA. Website: www.bullrunaaca.org, Info: Darryl Baker, 571-294-7853.

WASHINGTON

Sep 13 WA, Seattle. Concours d'Mariners with LeMay – America's Car Museum. T-Mobile Park – 1250 1st Ave S. Pre-game show 7:10pm. www.mlb.com/mariners/tickets/specials/car-show

Sep 20-21 WA, Chehalis. 54th Annual Harvest Swap Meet. Vend spaces, \$40, www.CCVAC.com. or call 360-273-6961

WISCONSIN

Sep 13-14 WI, Wisconsin Dells. Dash to the Dells 30 1948-1972 Ford F-100 Truck Show. Mike Conner 608-513-4856, mikesfine56@gmail.com, Registration Theresa Sonn sonnshine62@gmail.com

Sep 13-15 WI, Elkhart Lake. Road America Art on Wheels Weekend. Gather on the Green display on Sep 14 at Osthoff Resort. 800-365-7223, www.roadamerica.com

Sep 15 WI, Beloit. 43rd Beloit Autorama Car Show, Parts Swap, Car Corral, Arts & Crafts. Town of Beloit Preservation Park. 8am-4pm. www.beloitautorama.com

Sep 21 WI, Okauchee. Pack-O-Rats Speed Club 3rd Annual Fully Blown Car & Bike Show. Okauchee Lions Park – N49W34400 E. Wisconsin Ave. 8am-4pm. www.facebook.com/packroratz/

Sep 21 WI, Cross Plains. 37th Annual The Hill & Valley Antique Auto & Americana Show. Baer Park. Registration \$10. Don Chandler 608-513-8254, 608-798-3040, John Riley 608-770-5646, john@sullivananddesignbuild.com

Sep 27-29 WI, Jefferson. 42nd Annual Fall Jefferson. Jefferson County Fairgrounds – 503 N. Jackson Ave. Fri. 1-am-4pm, Sat. 6am-4pm, Sun. 6am-3pm. 608-244-8416, www.madison-classics.com

Sep 29 WI, Green Lake. Jack Taylor Memorial Car Show Harvest Fest. www.visitgreenlake.com, 800-253-7354

Oct 6 WI, Shawano. Shawano Flea Market Car Show. Shawn County Fairgrounds – 990 W Green Bay Street. 7am-4pm. 715-526-9789, www.zurko-promotions.com

Oct 13 WI, Janesville. 11th Annual Back Bar Car Show. 1901 Beloit Ave.

AUCTIONS

SEPTEMBER

Sep 20 WI, Wautoma. Yoder Collector Car Auction. www.yodersold.com, 920-787-5549, Cell 920-295-2644

Sep 20-21 NY, Saratoga Springs. Saratoga Auto Auction. Saratoga Automobile Museum. 518-587-1935, www.saratogaautoauction.com

Sep 21 IL, Shipman. Large Live 2-Ring Auto Parts Auction. Harman Auction Center – 864 W. Railway. 9am. Auction Zip #4339 for further information, 618-836-7355

Sep 21-22 MO, Cape Girardeau. VanDerBrink Auctions. Shadow Rest School, 232 Sierra Ridge. 9am both days. Gas and oil collectibles, collector cars, gas engines, parts. www.VanDerBrinkauctions.com

Sep 27 NC, Concord. 19th Annual Fall Auction. Cabers County Arena & Event Center. 150 Carolina vehicles. www.tommackauctions.com 803-364-3322 or 704-400-1127

Sept 28 TN, Nashville. 50th Semi-Annual Music City Classic Collector Car Auction. Call George Eber 615-496-2277. www.southernclassicauCTIONS.com

Sep 29 NJ, Howell Township. John Blewett Collection. 246 Herbertsville Road. 9am. 315-633-2944. sale site phone 315-633-2944, www.lyonauction.com

OCTOBER

Oct 2-6 PA, Carlisle. Fall Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

Oct 5 NY, Roslyn. RAND Luxury Motorcar Auction, Nassau County Museum of Art, 1 Museum Dr, Roslyn NY, 11576. Registration: 95\$. 212-655-4505, BRand@RandLuxury.com, <https://randluxury.com/event/rand-luxury-motorcar-auction/>

Oct 10-12 MS, Biloxi. Cruising the Coast. 23rd Annual Collector Car Auction. Mississippi Coast Coliseum. 504-254-2277, www.vicariauction.com

Oct 17-19 MN, Winona. SG Auction Classic, Antique & Collector Car Auction. 601 E. Main. 507-498-9000, [sgauction.net](http://www.sgauction.net)

Oct 18-19 MO, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, www.bransonauCTION.com

NOVEMBER

Nov 2 KY, Paducah. Collector car auction Expo Center, 415 Park St., 8 a.m. – 4 p.m., Smith Auctions 1-800-861-7648, www.smithauctionsllc.com

Nov 7-9 IA, Davenport. Mecum Gone Farmin' Fall Premier. Mississippi Valley Fair Center. 262-275-5050, www.mecum.com

CRUISES

SEPTEMBER

Sep 21 GA, Villa Rica. Golden City Cruisers Classic Car Cruise. Downtown. 5-8pm. www.goldencitycruisers.com

Sep 28 St. Louis, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee Presented by Grundy Insurance. 9am-noon. www.gatewayclassiccars.com

Sep 28 CA, Fillmore. Elkin's Ranch Cruise Nights. 1386 Chambersburg Rd. Art Sanchez 805-758-4326, sanchezins@sbcglobal.net, Tony Morales 805-223-0793, Danny Ibarra Elkins Golf Course 805-524-1121

OCTOBER

Oct 20 CT, New Canaan. Caffeine & Carburetors. Waveny Park. 7-11:30 am. www.caffeineandcarburetors.com. Instagram and Facebook @caffeineandcarburetors, Twitter @caffeineandcarb

Oct 26 St. Louis, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee Presented by Grundy Insurance. 9am-noon. www.gatewayclassiccars.com

Oct 26 CA, Fillmore. Elkin's Ranch Cruise Nights. 1386 Chambersburg Rd. Art Sanchez 805-758-4326, sanchezins@sbcglobal.net, Tony Morales 805-223-0793, Danny Ibarra Elkins Golf Course 805-524-1121

NOVEMBER

Nov 30 St. Louis, Louisville, Chicago, Detroit, Indianapolis, Tampa Bay, Orlando, Houston, Ft. Lauderdale, Nashville, Dallas, Philadelphia, Milwaukee, Atlanta, Denver, Scottsdale. Gateway Classics Cars & Coffee Presented by Grundy Insurance. 9am-noon. www.gatewayclassiccars.com

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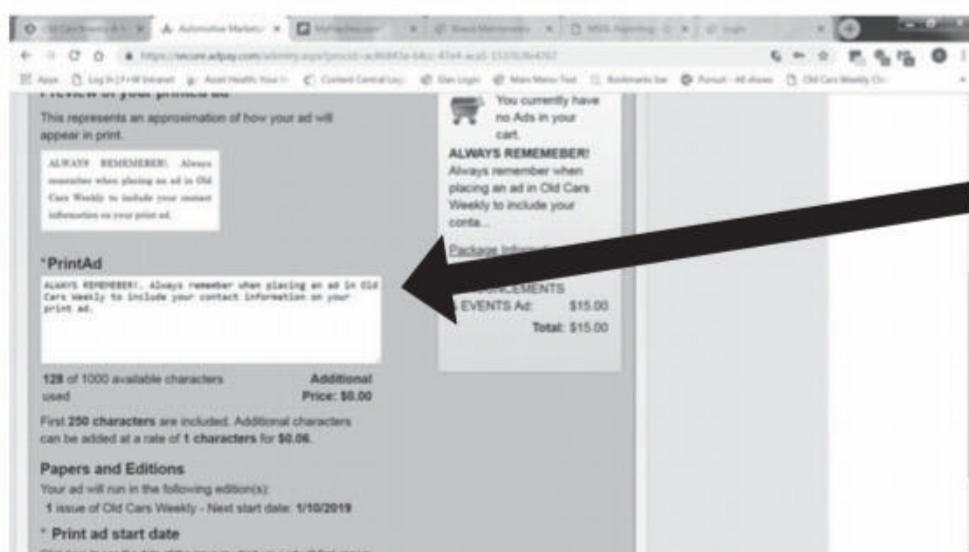
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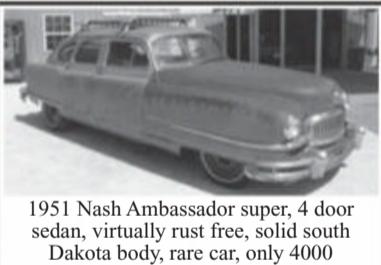
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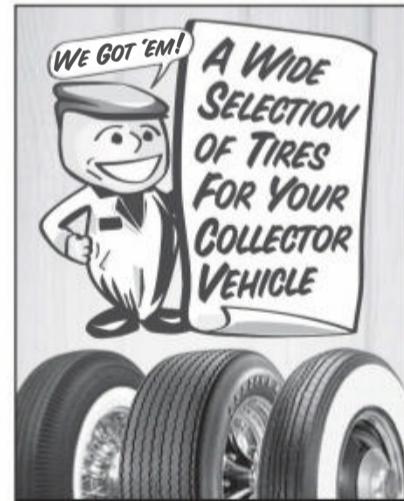
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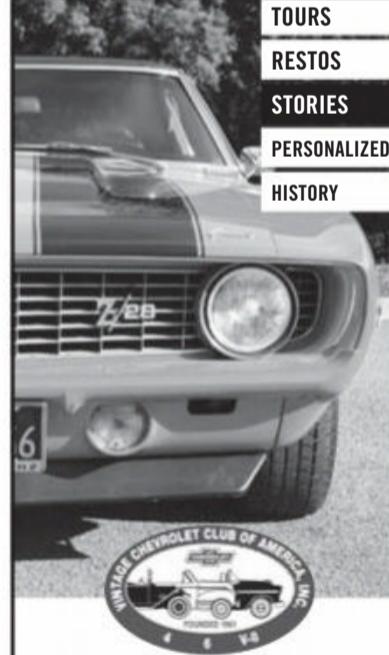
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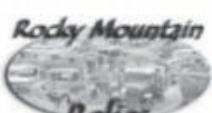
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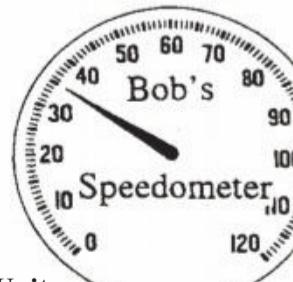
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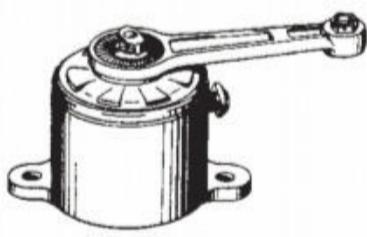
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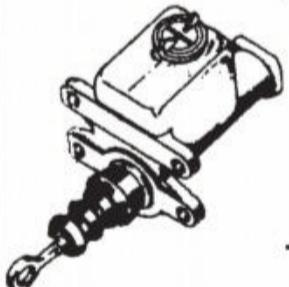
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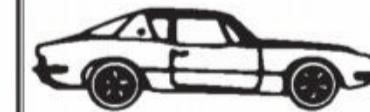
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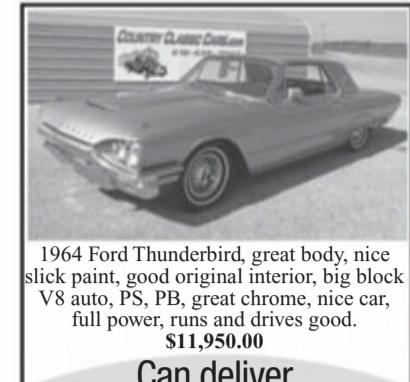


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Common OCW classified ad and auction abbreviations

AACA	Antique Automobile Club of American	Exec	Executive	Phae	Phaeton	T-top	T-Top Roof
ABS	(anti-lock brake system)	FBk	Fastback	P/S	Power Steering	T&C	Chrysler Town
A/C	Air Conditioning	FHC	Fixed Head Coupe	PT	Power (Convertible) Top	Tonn	and Country
Anniv	Anniversary	FI	Fuel-Injected	PU	Pickup Truck	Trg	Tonneau
Auto	Auto Transmission	Fml	Formal	Pwr	Power	Turbo	Touring
Blk	Black	FWD	Front-wheel Drive	R/A or RA	Ram Air	Twn	Turbocharger(s)
Brgm	Brougham	GS	Buick Gran Sport	Rbt	(e.g., Pontiac RAIIL)	Utl	Town (as in Twn Sed)
Brtz	Biarritz	GT	Grand Turismo	Rds	Runabout	Vic	Utility
BT	Boattail	GW	(Grand Touring)	Ret	Roadster	W	Victoria
Bus	Business (e.g., Bus Cpe)	HBk	Gull-Wing (doors)	RHD	Retractable	WW	Window
Cabr	Cabriolet	HD	Hatchback	Riv	Right Hand Drive	Woodie	(e.g., Ford 3W Cpe)
Carb	Carburetor	HP	Heavy Duty	Rod	Riviera (Buick model)		Wire Wheels
CC	Close-Coupled	HT	Horsepower	RPO	Street Rod/Hot Rod		Wood-body car
CC	Crew Cab Pickup	Imp	Hard Top	R/S	Regular Production	NUMERIC	
Cib	Club	Inc	Imperial	Saloon	Option	1/2T	One-Half Ton Pickup
	(as in Cib Cpe/Cib Cab)	Int	Incorrect	SBx	Rumbleseat	1T	One Ton Pickup
cid	Cubic Inch Displacement	IPC	Interior	SCCA	British for sedan	2d	Two-door
Cpe	Coupe	K	Indy Pace Car		Short Box (bed)	2P	Two Passenger
COE	Cab-Over-Engine Trk	GW	1,000 Miles		Sports Car Club	2S	Two-Seat
Coll	Collapsible	Lan	(e.g., 46K miles)		of America	2V	Two-Barrel Carburetor
	(e.g., Semi-Coll)	Lan'let	Knock-off Wheels		Super-Charged	2x4V	Two Four-Barrel Carbs
Cont	Continental	LBx	Landau		Special Edition	3x2V	Three Two-Barrel
Conv	Convertible	LeB or Leb	Landaulet		Sedan	3W	Carbs/Tri Power
CS	Calif. Special (Mustang)	LE	Long Box (pickup bed)		Seville (Cadillac model)	4d	Three Windows
Cst/10	Custom 10 (pickup)	LHD	LeBaron		Sidemount(s)	4-Spd	Four-door
Ctry	Country	Limo	Limited Edition		Sedanette	4V	Four Speed
Cus	Custom	Ltd	Left-Hand Drive		Speedster	4x4	Four Valve or
DC	Dual-Cowl	LWB	Limousine		Special	6-cyl.	4 Barrel Carb
DeL	Deluxe	Mk	Limited		Sport	6-Pak	4-wheel drive (not FWD)
deV	deVille	Mod(s)	Long Wheelbase		Squire	6V	Six cylinder
DHC	Drop Head Coupe	M/R	Mark (I, II, III, etc.)		Sunroof	8-cyl	Chrysler 3x2V Carbs
Dly	Delivery	NHP	Modified Vehicle		Station Wagon	8/9P	Six Volt
Edn	Edition	O/D	Moonroof		Standard	12V	Eight cylinder
EFI	Electronic Fuel Injection	Opt	Net Horsepower		Suburban		Eight or Nine Passenger
Eldo	Eldorado	Orig	Overdrive		SUV		12 Volt
Encl	Enclosed	P	Option(s)		Sport Utility Vehicle	TOPS	Hard & Soft Tops
Eng	Engine		Original		Spit Window		Soft Top Only
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TRANSFORMATIVE T

A kindhearted purchase of a Model T turned into a lifelong passion

STORY AND PHOTOS BY BRIAN EARNEST

One of the dumbest purchases he ever made also turned into a life-altering change for the better for Dennis Gorder.

In a kind-hearted gesture, the affable Gorder and his wife Dena decided to find an old car to help Dennis' parents get through some hard times. "My sister [Patricia] was diagnosed with ALS and my parents were taking care of her during the day while her husband worked. And it was getting closer to the end and we needed something for my mom and dad to do to keep them busy after she passed away.

"Dad's first car was a Model T, so we figured, 'Hey, let's go get a Model T.' So we went up to Eagle River and found this car and it was just the frame the engine, and the tub was sitting on it. No cushions to sit on... Young and stupid! Yeah, it would have been much better to buy something that was already done. Or at least closer to done. It took us so

long to get it done and Dad was so excited about driving one, we had to buy a second Model T before this one was done. We bought a '23 roadster that Dad drove until we got this one done."

Little did Gorder know at the time that much of his free time over the next two-plus decades would be spent driving and working on multiple Model Ts and becoming a leader in the national club. Today, the couple still owns four of them, including the beautiful green 1926 four-door touring — their go-to car for many driving tours and other trips of all kinds.

"We've got to have 25,000 miles or more on it, all at 30 mph," Gorder laughs. "We usually do 150 miles a day on a national tour. This is our very first one. At our high point we had six of them. We've only got four left. At one time we had 6 Ts and two As... I enjoy the Ts more than the As, so we got rid of the As.

"We were always going to keep



Dennis and Dena Gorder have rolled up many miles in their 1923 Model T Ford after buying it as a "basket case" project 22 years ago.

it, but it was something for Mom and Dad to drive. Then when we'd go to car shows it was easier. Dad would drive the little roadster and we'd drive this one. It's been in a lot of parades... and we bought the vintage clothing right away, so everybody would be dressed up in period-correct clothing. My mom really

got into that, and it gave them a lot of joy in their twilight years."

Getting into car clubs and networking with Model T Ford fans all around the country was not something Gorder considered back when he was tackling his first "basket case" Ford. He found plenty of kindred spirits when he eventually joined the Model T Ford Club of America, however, and before he knew it he was one of the guys leading the club. "I joined the local club, which got me involved in the national club. I got to know the CEO pretty well and pretty soon he talked me into being on the board of directors, and I was on there for nine years. Then I was MTFCA president for two years. So it's been an interesting ride, and we've met a lot of great people," he says.

Some of his favorite Model T memories are from the early days when he was trying to figure out what the Model T Ford was all about and how to get a retired and disassembled specimen back on the road. "A guy up in Eagle River [Wis.] was selling it and he had hopes of restoring it. The tub, he said, was found out in the woods. And he had the frame and the engine from someplace else. So we bought that and a box of parts, and a year later it ended up like this, and that was 22 years ago.

"Mom and Dad helped us strip it down and helped us restore it and that's why their name is on the plaque on the inside. Dad taught me how to drive and



we drove around the yard with just the frame and the tub on it once we got the engine started."

These days, the Gorder's also have a 1915 gentleman's roadster — "it's got an aftermarket body that was made by Sheet Metal Works out of Chicago" — along with a 1916 touring car and a 1926 coupe. "The '16 touring is a non-starter car. The '26 coupe has got a Rux-tell [two-speed rear axle] and Rocky Mountain Brakes, too, like this one. But this '26 is the one we drive all over the place. My wife runs a day care center and typically we've got kids with us, so this is the one we take them out for ice cream in and everything else."

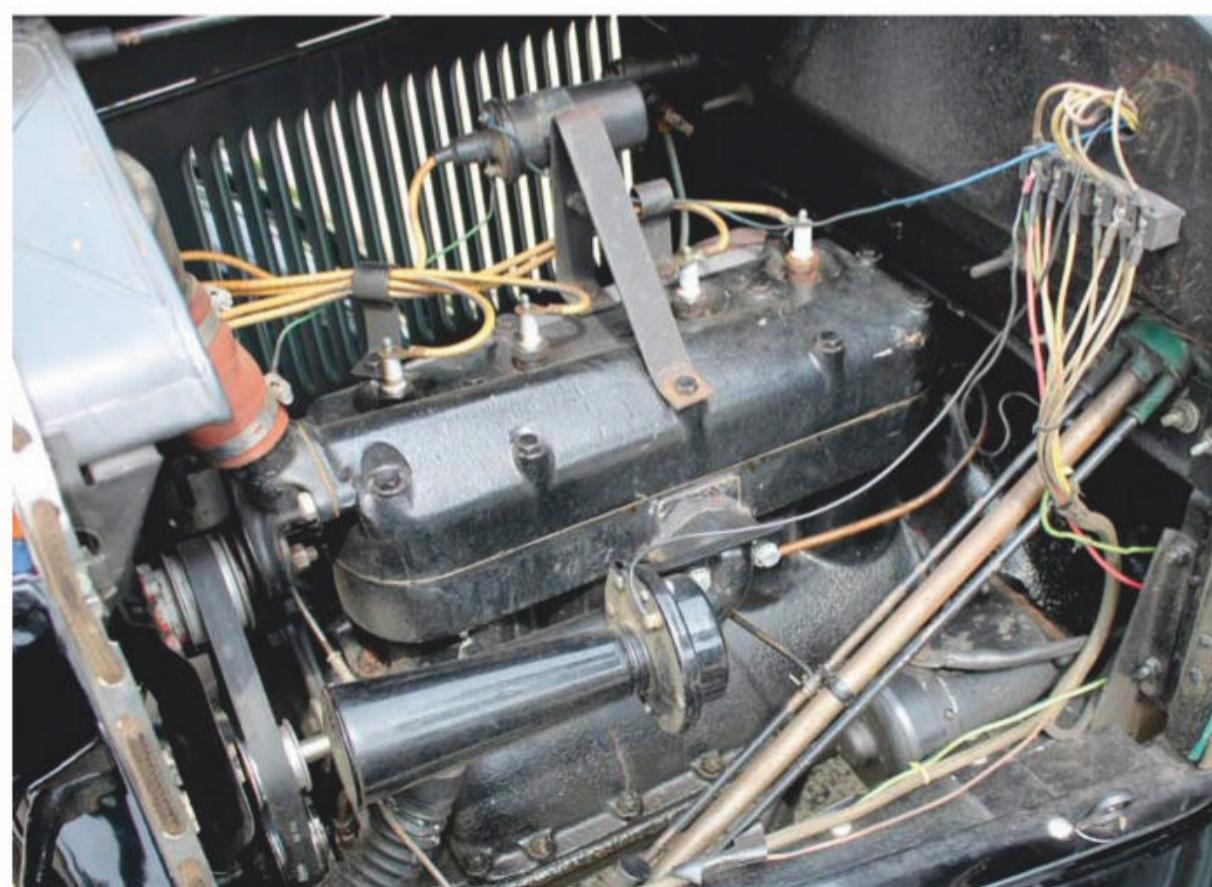
The Improved Ford

Ford stopped short of calling its 1926 Model T all-new. Henry Ford, in fact, didn't want his customers expecting anything new from his company. He wanted to continue producing the T indefinitely and believed his target customers wanted reputation, reliability and simplicity more than they wanted him to come up with a new car.

But Ford always wanted to make his Model T better and constantly improved it, so the 1926 version of the T did have quite a few updates and changes, and was billed by the company as "The Improved Ford." 1926 marked the first major restyling of the Model T since 1917. New fenders, running boards, bodies (except for the Fordor), hoods and even a modified chassis made these Fords unique during the era of the Model T. All cars were equipped with headlamps, horn, starter and 21-inch demountable rims after January 1926.

Among the more important changes for the model year were a vacuum-powered windshield wiper on the driver's side, more comfortable seats, and relocating the fuel tank beneath the driver's seat to the cowl (except for the Fordor), eliminating the need for driver's to get out of the car to fill up their gas tank.

The two-door sedan and coupe were both lower and more streamlined looking, and both were painted Channel Green. Fordor sedans were offered in dark maroon. Blue and Brown added later for open cars, while closed cars could be painted gray, moleskin maroon or two different colors of green. Radia-



The 176.7-cid four-cylinder engine was equipped with new lighter pistons for 1926. The 1926 Model T was billed as "The Improved Ford."

tor shells were nickel-plated on all the of the closed cars, an option on open cars. Under the hood, the old 176.7-cid four-cylinder engine was given new lighter pistons to bolster performance, and steel wire wheels could be swapped in for the old artillery-style wooden wheels for just \$25. Fatter tires were fitted on the 21-inch wheels, which were black at first, but could be ordered in red, green and brown later in the year.

For most T owners, the innovation that meant the most was the improvement of the brakes for 1926. The transmission brake band — Ts were slowed down using a single drum brake in the transmission — was enlarged to 1.75 inches, helping the car stop better and improving brake life. And while it wasn't technically a factory option, many owners had dealers swap in the Ruxtell rear axle — a popular upgrade that doubled the number of forward speeds.

1926 Ford cars were offered in six body styles: four-door touring; two-door runabout; two-door sedan; four-door sedan and two-door coupe. Buyers could also get a pickup body mounted on the T chassis, or a chassis-only option.

Right: Wood artillery-style wheels were still standard in 1926. An upgrade to welded steel wire wheels cost about \$25.

Below: The Gorders have rolled up about 25,000 miles over the years and done a lot of touring in the front seat of their '26 T. One thing they have both learned is it's easier to climb in and out of the front seat through the passenger side door, thanks to placement of the steering column.





Plenty of kids get rides in the back of this Model T, and the top is almost always down.

A four-door touring such as the Gorders' car would have carried a price tag of \$380. It was the most popular of the body styles with some 364,409 copies built.

Not just a Sunday driver

Dennis never had any intentions of letting the '26 sit around and collect dust. If the weather is willing and there is someplace fun to go, he wants the green car to be on the road. To that end, he wanted to make it as safe and driver-friendly as he could. "We added the side mirrors. We added a brake light and directional lights. We added Rocky Mountain Brakes just to make it safe, especially with us taking kids with us, that's really important.

"And you have to be careful when you drive, you need to drive defensively. These don't stop like normal cars, they don't take off like normal cars do. You just have to pick and choose what roads you go on. Back roads are fun. Our granddaughter learned all about contour farming going through the back woods in this car. The biggest thing is to be careful. And the first thing to do with an old car is make it safe. Don't worry about the looks, make it safe."

One thing that Gorder doesn't have to worry about is wrestling with the '26 Model T's folding top. It's not much of an issue since it very rarely gets used. "Always top down," he says. "The fresh and the cool air ... it's great. On my '16 the wife likes the top up, but on this one



the top is always down."

Gorder lamented that there aren't more owners of Model T's and cars of the same era willing to drive their cars regularly and share them with the rest of the world. There are plenty of them around, but seeing one on the road is no longer a common occurrence. "Our Model T club is getting older. We probably only have four or five people in the club that actively drive their cars anymore," he says. "We talk about getting younger people involved in it ... but

when I think when we talk about getting people involved with cars like this, or probably any collector car, we're talking 40 and up, not 20-year-olds. Once kids are out of the house and people have some expendable income, that's when they start looking at hobbies."

Plenty of old car hobbyists over the years have gotten their starts resurrecting old Tin Lizzies. There are a lot of machines out there that are more practical, certainly more modern and comfortable, than a Model T Ford. But Gorder has tried a lot of them, and he's always gravitated back to the most important machine ever built.

"Once I got into it and found out the history, I was hooked," he says. "You know if it wouldn't have been for the Model T, maybe somebody else would

A new radiator design and a slightly longer hood were seen on the mildly redesigned '26 models.

have come up with something, but this is really the car that put the United States and the whole world on wheels. This made it affordable for anybody to have a car. And they are just a great car. You go someplace, and everybody talks to you about it. And that's the great part."

FOUND!
A Chevy behind a wall



Hidden Treasure

BY ANGELO VAN BOGART

Old Cars has featured many barn finds, garage discoveries and storage locker unearthing, but it's been decades since there's been an honest-to-goodness "behind the wall" find.

Mark Buttles' significant other, Becky Sharpe, was surfing the local online classifieds earlier this year and stumbled upon a 1930 Chevrolet roadster pickup for sale in Oconomowoc, Wis. Knowing Mark likes to sniff out old iron both with and without wheels, Becky showed him the truck. What really caught Mark's eye was the rusty old gas pump behind the truck. Seeing this as a potential "two for" deal, Mark reached out to the seller. The truck had been posted only minutes earlier, but there was already someone else interested.

"I messaged him asking about the gas pump and about the truck and he called and said the first guy wanted to hot rod it," Mark said. "It came up as we were talking that I like original paint, original interior, and he said, 'That is what this is. You are the second caller. The first guy wanted to hot rod it so I blew him off.'"

Mark and Becky hustled down to check out the truck and



It's believed this 1930 Chevrolet was hidden behind a wall for 30-40 years before it was removed in late 2018 (left). The truck spent its first 90 years in Oconomowoc, Wis. 1930 was the first year for this roadster pickup model with a conventional truck box; earlier Chevy roadster pickups were based on roadster cars with a slide-in box.

the gas pump as soon as they could and got the lowdown on the rare old Chevy.

It had been bought new by an Oconomowoc heating and plumbing company that used it for many years, although its name on the passenger door has been all but lost to surface patina. Eventually, a local man bought it, then stashed it at the back of his garage, walling it inside and making it impossible to get the truck out. Only a few people knew it had been hidden there for several decades.

When the man died last fall, some of his friends and ac-

quaintances came to purchase his muscle car collection from his daughter. Meanwhile, the Chevy remained walled up in the garage.

"When somebody asked about the truck, she said, 'Yeah, it's still behind the wall.'

One of those acquaintances bought the truck and was bent on getting it out and trying to make it run. He did just that and then listed it for sale earlier this year. That's when Mark and Becky spotted it.

"The guy wanted to hear it run before he got rid of it, and it ran, but barely," Mark said.

Mark really wanted the gas pump, but he knew his friend, David Geisler of Pioneer Auto Museum in Murdo, S.D., would be interested in the truck. Geisler told Mark to buy the truck and a package deal was worked out for the pair. Mark was also charged with working out the truck's bugs.



The 194-cid six-cylinder needed just a few items to make it run like a watch again (top left). Swatches of the original paint remain in hidden areas of the truck, such as the door jambs (above). The four-piece wood steering wheel was missing a section when Mark Buttles found it in 2019, but a man in Pennsylvania supplied the missing section. The truck has about 50,000 miles and all of the gauges still work.



"It woke up real easy," Mark said. "So the guy must have preserved it before he parked it. Usually I find sticky valves, but he must have oiled it up real well."

Mark also quickly tuned it up, adjusted the valves and rebuilt the fuel system with parts he sourced from buddy Bob Marsh. The wooden steering wheel was also broken, so Robert Whitmoyer of Pennsylvania sent him pieces to make the original wheel whole again. Now the truck runs like a top and turns heads in its unrestored condition.

While Mark was cruising around a car show this summer, someone spotted the truck and wanted it more than Geisler or Mark and it was sold. This truck story has a happy ending, though.

"It's now sitting in Woodstock, Ill.," Mark said. "A big collector bought it, and aside from new tires and maybe a top, he is going to leave it just the way it is."

As for the gas pump, it's safely in Mark's collection.



The interior door panels are rough but remain intact (top left). The roadster pickup's roof does not collapse; the roadster top framework must be completely unbolted for open-air hauling (top). Also visible is the pump scored alongside the truck. Despite the surface rust covering the body, traces of paint remain with the heating and plumbing company's name and the truck's capacity limits (left).

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